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the Widow,  
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# ANNUAL REPORT OF THE DIRECTORS

OF THE

# Gresham Life Assurance Society.

Presented at the Meeting held on 8th November 1866,

AT THE

HEAD OFFICE, 37 OLD JEWRY, LONDON, E.C.

The Directors have to report the progress of the Society during the twelve months ending 31st July 1866. 5,030 Proposals were submitted during the year, for the assurance of £1,949,428 11s. 3d. Of these the Directors selected for acceptance 4,560, and Policies for the amount of £1,656,123 15s. 7d. were issued.

The new Premiums received within the year amounted to £44,445 12s.

The Income of the Society was increased to £257,479 4s. 10d., of which amount £231,341 4s. was derived from Premiums, and £26,238 0s. 10d. from Interest on Investments.

The sum of £70,698 3s. 11d. was paid during the year for Assurance and Endowment Claims; after satisfaction of which, and of all other charges, a surplus of £117,688 5s. 6d. has been added to the invested funds.

The Directors retiring on the present occasion are Edward Solly, F.R.S., William Henry Thornthwaite, and James Lyne Hancock, Esqrs., who, being eligible, are recommended by the Board for re-election.

The Auditors, G. H. Ladbury, William Webb Venn, and William Whitelock, Esqrs., retire, and again offer themselves for election.

The Directors consider that it will be desirable in future to close the accounts on the 30th June of each year instead of the 31st July as heretofore, and also to value the Assets and Liabilities and distribute Surplus Funds at intervals of three instead of five years. They propose that the first of the Triennial Investigations shall take place in 1867; and resolutions necessary for these objects will be submitted to the Shareholders at a special meeting.

By order of the Board,

**F. ALLAN CURTIS, Actuary and Secretary.**

November 8, 1866.

## GRESHAM LIFE ASSURANCE SOCIETY, 37 OLD JEWRY, LONDON.

### DIRECTORS.

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J. LYNE HANCOCK, Esq.  
GEORGE LOWE, F.R.S.  
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EDWARD SOLLY, F.R.S.  
W. H. THORNTHWAITE, Esq.  
GEORGE TYLER, Esq.  
JOSEPH WILLIAMS, Esq.

### FUNDS.

Realised Assets, over £900,000; Annual Income, £257,000;  
Sums Assured, £7,000,000.

### BONUS.

Years Existing	Sum Assured	Bonus Additions	Sum Assured and Bonus
	£	£ s. d.	£ s. d.
17	£1,000	200 0 0	1,200 0 0
12	£1,000	131 5 0	1,131 5 0
7	£1,000	53 15 0	1,053 15 0

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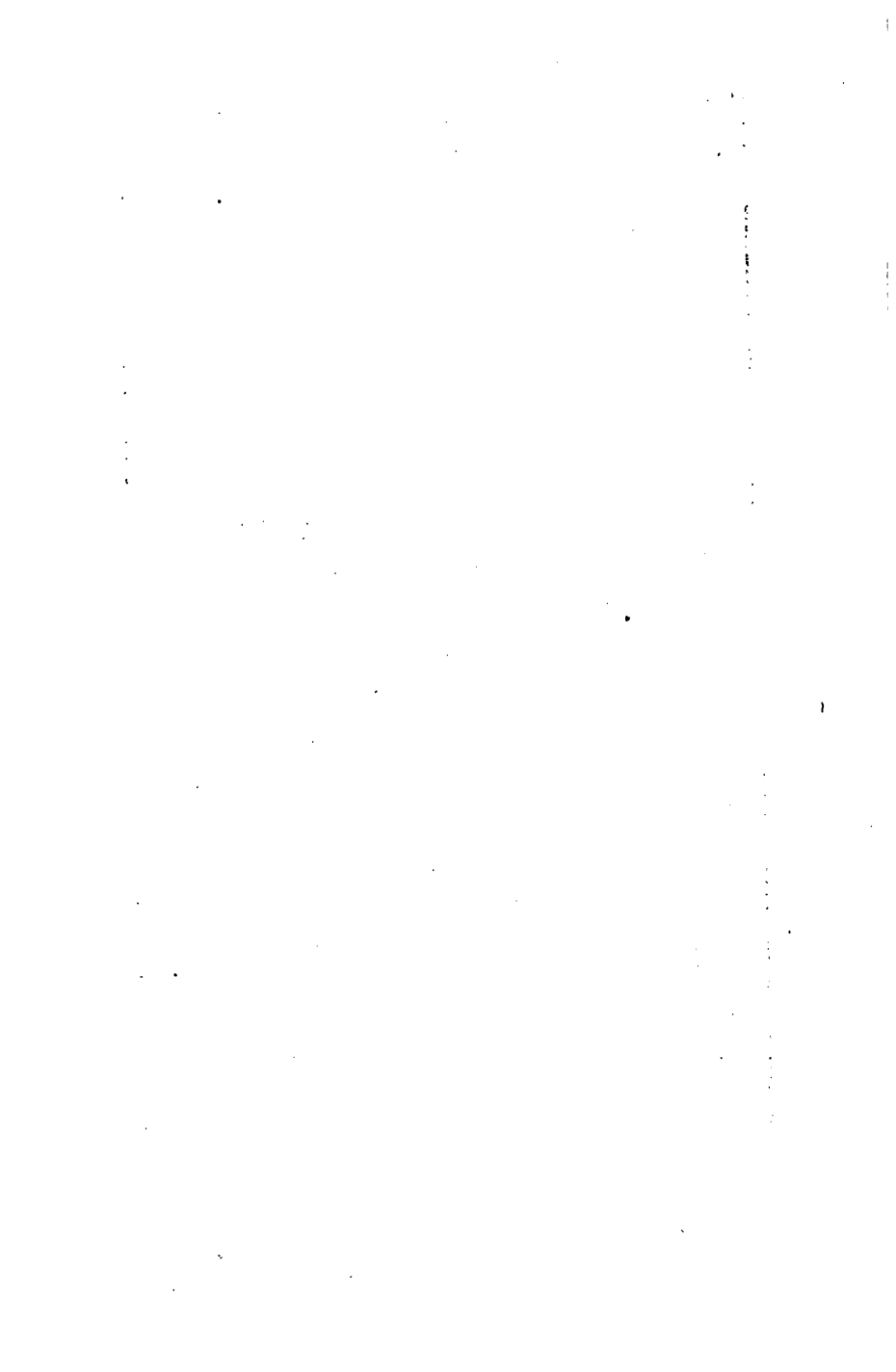
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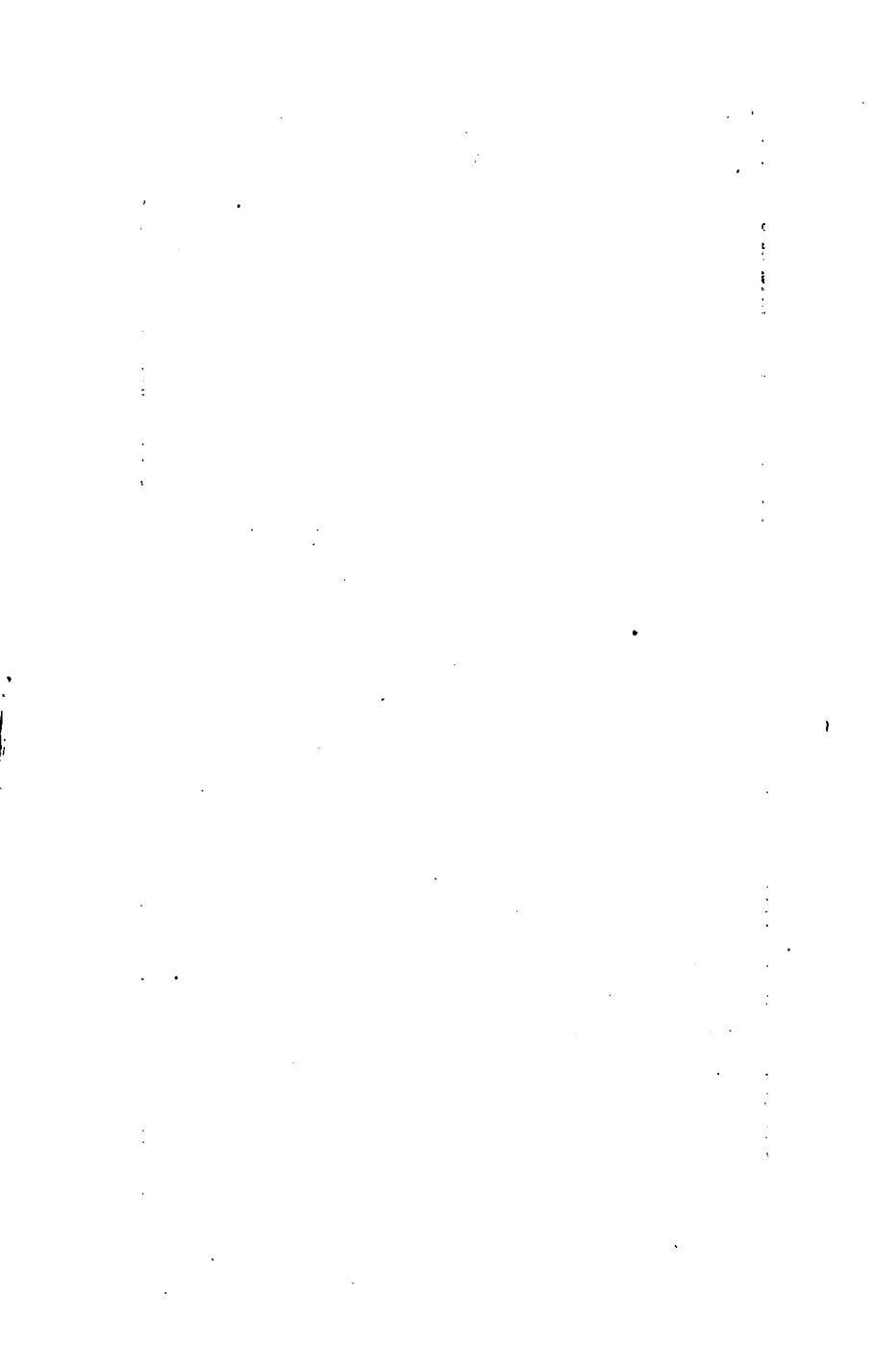
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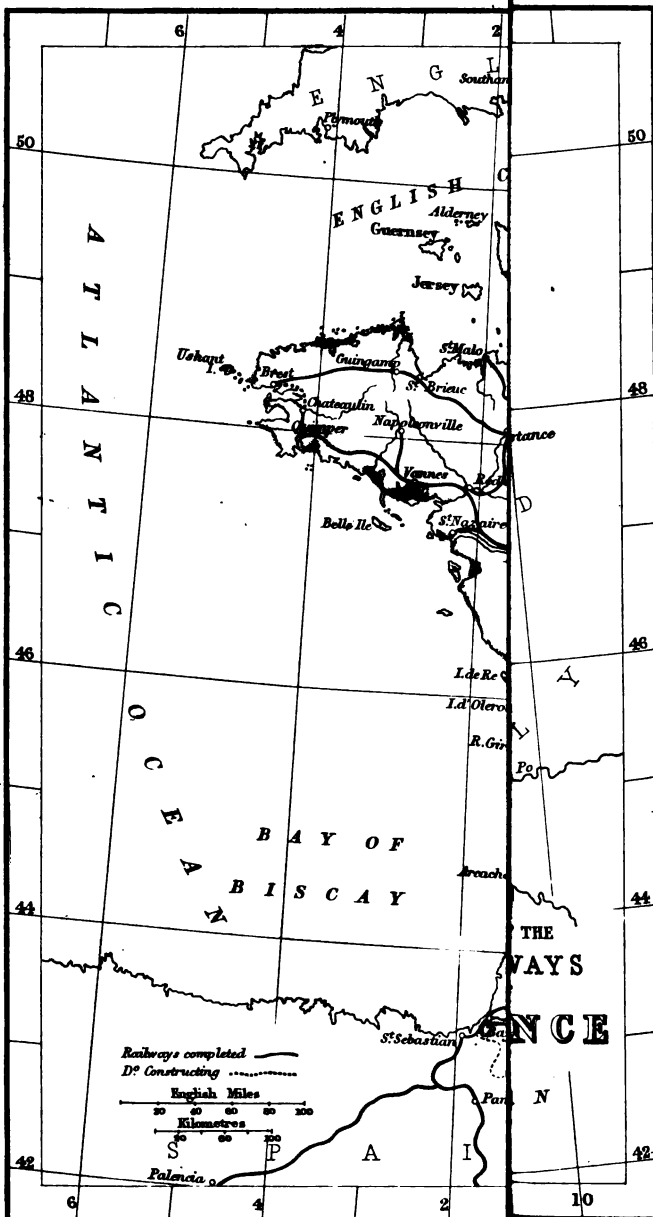


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COMMERCIAL HANDBOOK

OF

FRANCE.

BY

FREDERICK MARTIN

AUTHOR OF 'THE STATESMAN'S YEAR-BOOK.'

LONDON :

LONGMANS, GREEN, AND CO.

1867.

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## P R E F A C E .



THE OBJECT of this work is to give a full account of the present commercial and industrial state of France, chiefly in regard to its connection with the United Kingdom. During the last ten years the commercial intercourse between the two countries has been developed to such an unparalleled extent as to involve interests of no ordinary magnitude. In 1855, the total value of the imports from France into the United Kingdom was 9,146,418*l.*; in 1860, it had reached 17,774,037*l.*; and in 1865, it amounted to 31,645,210*l.* On the other hand, the total value of the exports to France rose from 10,421,881*l.* in 1855, to 12,701,372*l.* in 1860, and to 25,191,498*l.* in 1865. The enormous progress of trade thus indicated is the more striking when compared with the statistics of former periods. Just a hundred years ago, in 1766, the total imports from France into Great Britain amounted to only 83,922*l.*, while the value of the British exports to France, in the same year, was 430,528*l.* Half a century later, in 1816, the imports had not grown to more than 407,883*l.*, and the exports to 1,608,861*l.* At present, the value of the eggs alone which France annually sends to the United Kingdom is about double that of the total imports of 1816, while the woollen fabrics despatched from Great



Britain to France amount to more than the total exports of the same year. The figures here given must be the apology, if any is needed, for the production of the *Commercial Handbook of France*.

It is intended to publish new editions of the *Handbook* at regular intervals, adding to every successive issue descriptions, entering more and more into detail, of the chief industries of France, and of manufactures of special interest or importance.

*January 1, 1867.*

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# HANDBOOK OF FRANCE.

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## INTRODUCTION.

### WEIGHTS AND MEASURES.

THE FRENCH SYSTEM of Weights and Measures has the *mètre*—the unit of length—for its basis. The *litre*—the unit of capacity—is derived from the tenth part of the *mètre*, or the *décimètre*, by cubing it. The *gramme*—the unit of weight—is derived from a hundredth part of the *mètre*, or the *centimètre*, also by cubing it, and filling it with water of a given temperature. The multiples of the several units are expressed by Greek numerals, the divisors by Latin numerals. The French coinage is based on the unit of weight, the *gramme*, the *franc* being equal to five *grammes*. Thus the whole system, not only of Weights and Measures, but of Coins also, is connected and rests upon the *mètre*, which is now a practically-established standard, originally based on the ten-millionth part of the distance from the Equator to the Pole.

The Metric System was adopted in France towards the end of the last century. At the commencement of the Great Revolution, the Constituent Assembly decided to carry out the plan which had been long advocated by scientific men, of having one uniform system of Weights and Measures in France; and with a view to obtain an exact unit, the Assembly, in the year 1789, desired the Academy of Sciences to nominate a certain number of its members to form a commission to inquire into some natural unit of length. The commission consisted of the celebrated savans, Lagrange, Laplace, Borda, Monge, and Condorcet, with several others. The Constituent Assembly also requested the English government to communicate with the Royal Society, in order that they should nominate a certain number of persons, who might co-operate in the subject with

those who were nominated by the Academy of Sciences. A motion to that effect was made in the House of Commons; but the English government did nothing in the matter, and therefore the commission appointed by the Academy of Sciences proceeded with the inquiry by themselves. The unit upon which they fixed was the ten-millionth part of the quadrant, or fourth of the meridian. This being decided, and before the researches were completed, the Assembly provisionally fixed that the ten-millionth part of the quadrant, being 3 feet 11 lines and 44 cents, should be called a *mètre*; that a thousand *mètres* should be called *milliares*; and that the geographical measure should be called the grade, corresponding to 100,000 *mètres*. There were no special names assigned to the other decimal multiples of the *mètre*: the unit measure of capacity remained the *pinte*, and a thousand *pintes* made a *cade*, equivalent to the present *kilo-litre*; the name 'are' was given to the measure now called *hectare*; the *gravet* answered to the *gramme*, the *grave* to the *kilogramme*, the *bar* to a thousand *graves*; and the *franc* was fixed at ten *gravets* or *grammes*, being double the present weight. The 10, 100, 1,000 *mètres* were respectively called the *decamètre*, *centimètre*, *millimètre*. The law was ordered to come into force on July 1, 1794. Further steps were taken by the commission to make precise inquiries, and to diffuse instruction and information on the subject generally; and when their labours were completed, they defined exactly what the *mètre* was to consist of, and also prescribed the nomenclature of the *mètre* and all its multiples and subdivisions. Great desire was expressed that the new system of Weights and Measures should be considered by all nations as universal and not local, and therefore it was deemed better to avoid a national nomenclature, and to adopt names from a language known to all nations. For this reason Greek names were adopted for the *mètre*, its multiples and submultiples. The law of December 10, 1799, definitively fixed the length of the *mètre* at 3 feet 296 milles.

The next step taken by the Legislature was to diffuse information on the subject. Tables and books were issued, in order to instruct the general public; but there was, apparently, a great aversion and unwillingness to comply with the new system—partly, no doubt, because the system was not yet understood, partly because the nomenclature was strange and unidiomatic, and quite new in all its forms, and partly because this decimal system had not sufficient intermediate steps. At first the subdivision suggested was only 10, 100, and 1,000, and these were not the usual quantities for common retail transactions. The times, too, were not settled, and everything was in a state of confusion in France, so that the system did not make much progress for a considerable time. Thus matters continued until 1812, when the Imperial Government, annoyed by

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constant complaints and objections, issued a decree, on February 12, 1812, which virtually superseded the original measure. It recognised as the legal system the law of 1796, but authorised for the retail trade the use of the eighth, the sixteenth, and the fourth as divisors, and also the old weights and measures which were still in use throughout France.

The decree of February 12, 1812, in the first clause, enacted that—'It is permitted to employ for the usages of commerce, first, a measure of length equal to two mètres, which shall bear the name *toise*, and which shall be divided into six feet; secondly, a measure equal to the third of a *mètre*, or the sixth of a *toise*, which shall have the name of foot, and shall be divided into 12 inches, and the inch into 12 lines.' It then went on to authorise the use of the *aune*. By this decree, therefore, the old customs of the country were once more established; and instead of removing difficulties, by making it illegal to use the old measures and subdivisions, it prevented the practical adoption of the metric system. The decree of 1812 continued in force, side by side with the original law, down to 1837. At the latter time—partly because it was seen that the metric system was more and more appreciated, and coming more and more into use, and had by degrees made its way notwithstanding the laws in force authorising the old system, and partly because the importance of uniformity in weights and measures became more known—the government of Louis Philippe passed a law declaring it to be absolutely illegal to use any other system of weights and measures but the metric system adopted by the Constituent Assembly in 1794. This law was passed on July 4, 1837: it abolished the decree of 1812, and rendered it illegal not only to use the old system, but even to keep the old weights and measures in warehouses or in offices, thus in every way endeavouring to establish the decimal and metric system.

By the law of July 4, 1837, nearly thirty months were allowed for the complete introduction of the metrical system. It was enacted in the first clause that, 'From January 1, 1840, all weights and measures other than weights and measures established by the law of 18 Germinaire, An. 3, and 19 Frimaire, An. 8, constituting the metric decimal system, are prohibited, under the penalties imposed by Art. 479 of the Penal Code.' In fact, the law of 1837 restored completely the law of the Republic, which had been partially destroyed by the decree of 1812. Dating from the year 1840, the metric system came to be universally adopted in France, and from thence spread into the neighbouring countries, beginning with Belgium and the Netherlands. In Spain it was introduced on January 1, 1856, and came in force from January 1, 1859. In Portugal the law for the introduction of the



metric system passed on January 1, 1860, and came into operation at Lisbon on March 1, 1860, and in the provinces and other parts in 1862. In Greece it was introduced on September 28, 1836; but the Turkish weights continue to be used extensively in that country. The metric system has further been introduced into Switzerland, and into some of the South American States, such as Mexico, Guatemala, Costa Rica, New Granada, Venezuela, Ecuador, and Chili.

The fundamental unit of the system, as already stated, is the *mètre*—namely, the ten-millionth part of the quadrant, or the fourth part of the meridian. The *mètre* is divided decimally, downwards, into *décimètres*, *centimètres*, and *millimètres*; and multiplied decimally, upwards, into *décamètres*, *hectomètres*, *kilomètres*, and *myriamètres*—the latter being, as is implied by its name, equal to 10,000 *mètres* of the scale. A square formed upon a line of 10 *mètres* is the unit of superficial or land measure; and a cube which has a *décimètre*, or one-tenth of a *mètre*, for its measuring line, is called a *litre*—the unit of capacity. Each of these is increased or diminished by multiples or submultiples of ten; but for the convenience of those who prefer halves and quarters to tenths, each may be, and often is, divided in this manner, though all arithmetical calculations are performed decimally. The fundamental unit of weight is the *kilogramme*, which is the weight of a litre of distilled water, at its greatest density, which is a little above the freezing-point. The thousandth part of a *kilogramme* is called a *gramme*; this is extremely useful in chemical investigations, and in weighing minute objects of every kind. In the shops the *kilogramme* is most frequently employed, and on the quays the *ton*, which is 1,000 *kilogrammes*. These three principal weights have a clear and simple relation, not only to each other but to the *mètre*, the unit of length. The *mètre* contains 10 *décimètres*, the *décimètre* 10 *centimètres*, the *centimètre* 10 *millimètres*; and as multiplication by 10 in linear measures produces multiplication by 1,000 in the corresponding solids, the cubic *mètre* contains 1,000 cubic *décimètres*, the cubic *décimètre*—also called the *litre*—contains 1,000 cubic *centimètres*, and the cubic *centimètre* 1,000 cubic *millimètres*. Hence the *mètre*, cubed and filled with water, gives the *ton*, the *décimètre* the *kilogramme*, the *centimètre* the *gramme*, and the *millimètre* the *milligramme*. The *kilogramme* is also called by abbreviation the *kilo*, and is something more than 2 lbs. *avoirdupois*.

A short summary of the money, weights, and measures of France, with the British equivalents, is given in the subjoined statement:—

#### MONEY.

The *Franco*—Average rate of Exchange 25 to 1*l.* sterling.

## WEIGHTS AND MEASURES.

The <i>Gramme</i> . . . . .	=	15·434	Grains Troy
„ <i>Kilogramme</i> . . . . .	=	2·20	Pounds Avoirdupois
„ <i>Quintal Métrique</i> . . . . .	=	220	„ „
„ <i>Tonneau</i> . . . . .	=	2200	„ „
„ <i>Litre</i> , Liquid Measure . . . . .	=	0·22	Imperial Gallon
„ <i>Hectolitre</i> , Liquid Measure . . . . .	=	22	„ „
„ „ Dry Measure . . . . .	=	2·75	Imperial Bushels
„ <i>Mètre</i> . . . . .	=	3·28	Feet or 39·37 Inches
„ <i>Kilomètre</i> . . . . .	=	1093	Yards
„ <i>Mètre Cube</i> } . . . . .	=	35·31	Cubic Feet
„ <i>Stère</i> } . . . . .	=		
„ <i>Hectare</i> . . . . .	=	2·47	Acres
„ <i>Kilomètre Carré</i> . . . . .	=	0·386	Square Mile
		(2·59 Kil. Carrés = 1 Sq. Mile).	

The following table gives the conversion of French grammes and kilogrammes into British avoirdupois weight, as well as that of British ounces and pounds into French metrical weights:—

Grammes and Kilogrammes Into Avoirdupois Weight					Avoirdupois Weight into Grammes and Kilogrammes									
gr.	cwt.	qr.	lb.	oz.	kil.	cwt.	qr.	lb.	oz.	oz.	kilo.gram.	lb.	kilo.gram.	
100	0	0	0	3½	18	0	1	11	11	1	0	28	24	10 885
200	0	0	0	7	19	0	1	13	14¼	2	0	57	25	11 339
250	0	0	0	8¾	20	0	1	16	1½	3	0	85	26	11 792
300	0	0	0	10½	21	0	1	18	4¼	4	0	113	27	12 246
400	0	0	0	14	22	0	1	20	8	8	0	227	qr.	
500	0	0	1	1¾	23	0	1	22	11¼	12	0	340	1	12 699
600	0	0	1	5¼	24	0	1	24	14¼				2	25 398
700	0	0	1	8¾	25	0	1	27	2	1	0	454	3	38 98
750	0	0	1	10½	30	0	2	10	2¼	2	0	907	cwt.	
800	0	0	1	12¼	35	0	2	21	2¼	3	1	361	1	50 797
900	0	0	1	15¼	40	0	3	4	3	4	1	814	2	101 594
kil.					45	0	3	15	3½	5	2	268	3	152 391
1	0	0	2	3¼	50	0	3	26	4	6	2	721	4	203 188
2	0	0	4	6¾	60	1	0	20	4¾	7	3	175	5	253 985
3	0	0	6	9¾	70	1	1	14	5¾	8	3	628	6	304 782
4	0	0	8	13	75	1	1	25	5¾	9	4	82	7	355 579
5	0	0	11	0¾	80	1	2	8	6¼	10	4	585	8	406 375
6	0	0	13	3¾	90	1	3	2	7	11	4	989	9	457 172
7	0	0	15	7	100	1	3	24	8	12	5	442	10	507 969
8	0	0	17	10¼	200	3	3	21	0	13	5	896	11	558 766
9	0	0	19	13¾	300	5	3	17	7	14	6	360	12	609 563
10	0	0	22	0¾	400	7	3	13	15	15	6	803	13	660 360
11	0	0	24	4	500	9	3	10	7	16	7	257	14	711 157
12	0	0	26	7¼	600	11	3	6	15	17	7	710	15	761 954
13	0	1	0	10¾	700	13	3	3	6	18	8	164	16	812 751
14	0	1	2	14	800	15	2	27	14	19	8	617	17	863 548
15	0	1	5	1¾	900	17	2	24	6	20	9	71	18	914 345
16	0	1	7	4¼	1000	19	2	20	14	21	9	524	19	965 142
17	0	1	9	7¼						22	9	978	ton	
										23	10	432	1	1015 939

In the French import markets, sugar, coffee, rice, and other kinds of tropical produce, are sold at a price per 50 kilogrammes—a weight precisely equal to the German customs centner of 100 union-pounds or half-kilogrammes, which is also used in Hamburg, Holland, and Switzerland, and equal to  $110\frac{1}{4}$  lbs. avoirdupois. Being thus only  $1\frac{1}{2}$  per cent. less than the British cwt., it may in approximate estimates be accounted equal to it; while 1,000 kilogrammes may in like manner be taken approximately at 1 ton.

The following table gives the conversion of litres into gallons and pints, and of gallons into litres and centilitres:—

Litres into Gallons and Pints				Gallons into Litres and Centilitres					
lit.	gal.	pts.	lit.	gal.	lit.	cts.	gal.	lit.	cts.
$\frac{1}{4}$	0	$0\frac{3}{4}$	20	4	3	$4\frac{1}{2}$	$\frac{1}{4}$	0	57
$\frac{1}{2}$	0	$0\frac{3}{4}$	30	6	4	$4\frac{1}{2}$	$\frac{1}{2}$	1	14
$\frac{3}{4}$	0	$1\frac{1}{4}$	40	8	6	$6\frac{1}{2}$	$\frac{3}{4}$	1	70
1	0	$1\frac{1}{4}$	50	11	0		1	2	27
2	0	$3\frac{1}{4}$	60	13	$1\frac{1}{2}$		2	84	20
3	0	$5\frac{1}{4}$	70	15	$3\frac{1}{4}$		3	41	30
4	0	7	80	17	$4\frac{1}{2}$		3	98	40
5	1	$0\frac{3}{4}$	90	19	$6\frac{1}{2}$		4	54	50
6	1	$2\frac{1}{4}$	100	22	0		5	9	60
7	1	$4\frac{1}{4}$	200	44	0		13	63	70
8	1	6	300	66	0		18	17	80
9	2	0	400	88	$0\frac{1}{2}$		22	72	90
10	2	$1\frac{1}{2}$	500	110	$0\frac{1}{2}$		27	26	100

The following table gives the conversion of hectolitres into bushels and pecks, and of bushels into hectolitres and litres:—

Hectolitres into Bushels and Pecks				Bushels into Hectolitres and Litres				
hec.	bush.	pkts.	hec.	bush.	pkts.	bush.	hec.	lit.
$\frac{1}{4}$	0	$2\frac{3}{4}$	20	55	0	$\frac{1}{4}$	0	9
$\frac{1}{2}$	1	$1\frac{1}{4}$	30	82	$2\frac{1}{4}$	$\frac{1}{2}$	0	18
$\frac{3}{4}$	2	$0\frac{1}{4}$	40	110	$0\frac{1}{2}$	$\frac{3}{4}$	0	27
1	2	3	50	137	$2\frac{1}{2}$	1	0	36
2	5	2	60	165	$0\frac{1}{2}$	2	0	73
3	8	1	70	192	$2\frac{1}{2}$	3	1	9
4	11	0	80	220	$0\frac{1}{2}$	4	1	45
5	13	3	90	247	$2\frac{1}{2}$	5	1	82
6	16	2	100	275	$0\frac{1}{2}$	6	2	18
7	19	1	200	550	1	7	2	54
8	22	0	300	825	$1\frac{1}{2}$	8	2	91
9	24	3	400	1100	2	9	3	27
10	27	2	500	1375	$2\frac{1}{2}$	10	3	63

Formerly corn used to be sold by measure in France, but of late years the custom has arisen of selling it by weight, combined with measure. The standard weight of a hectolitre of good wheat is held to be 80 kilogrammes, and the measure is considered unsatisfactory if not equal to this weight. There is a growing tendency to sell all articles by weight that can possibly be disposed of in this manner, such as coals, fruit, vegetables, oil, and other liquids.

The following table gives the conversion of mètres into yards and eighths, and of yards into mètres and centimètres:—

Mètres into Yards and Eighths				Yards into Mètres and Centimètres			
met.	yds. 8ths	met.	yds. 8ths	yds.	met. cts.	yds.	met. cts.
$\frac{1}{8}$	0 2	20	21 7	$\frac{1}{8}$	0 11	7	6 40
$\frac{1}{4}$	0 4	30	32 6	$\frac{1}{4}$	0 23	8	7 32
$\frac{3}{8}$	0 7	40	43 6	$\frac{3}{8}$	0 34	9	8 23
1	1 1	50	54 5	$\frac{5}{8}$	0 46	10	9 14
2	2 1	60	65 5	$\frac{7}{8}$	0 57	20	18 29
3	3 2	70	76 4	1	0 68	30	27 43
4	4 3	80	87 4	$\frac{1}{2}$	0 80	40	36 58
5	5 4	90	98 3	$\frac{3}{4}$	0 91	50	45 72
6	6 4	100	109 3	2	1 83	60	54 86
7	7 5	200	218 6	3	2 74	70	64 1
8	8 6	300	328 1	4	3 66	80	73 15
9	9 7	400	437 3	5	4 57	90	82 29
10	10 7	500	546 7	6	5 49	100	91 44

The following table gives the conversion of kilomètres into miles and centesimal fractions, and of miles into kilomètres and mètres:—

Kilomètres into Miles				Miles into Kilomètres			
kil.	m. 100ths	kil.	m. 100ths	miles	kil. met.	miles	kil. met.
$\frac{1}{10}$	0 16	20	12 43	$\frac{1}{10}$	0 402	20	32 186
$\frac{1}{5}$	0 31	30	18 64	$\frac{1}{5}$	0 805	30	48 279
$\frac{2}{5}$	0 47	40	24 86	$\frac{2}{5}$	1 207	40	64 373
1	0 62	50	31 7	1	1 609	50	80 466
2	1 24	60	37 28	2	3 219	60	96 559
3	1 86	70	43 50	3	4 828	70	112 652
4	2 49	80	49 71	4	6 437	80	128 745
5	3 11	90	55 92	5	8 47	90	144 838
6	3 73	100	62 14	6	9 656	100	160 931
7	4 35	200	124 28	7	11 265	200	321 863
8	4 97	300	186 41	8	12 875	300	482 794
9	5 59	400	248 55	9	14 484	400	643 726
10	6 21	500	310 69	10	16 93	500	804 657

The old land measure, the lieue, or league, is still sometimes mentioned in the more remote districts of France. The ancient lieue de poste is equivalent to 2 miles 743 yards, while the lieue proper is 2 miles 854 yards.

The following table gives the conversion of francs and centimes, up to a million of francs, into pounds, shillings, and pence, calculated at the rate—current in the year 1866—of 25 francs and 20 centimes for 1*l.* sterling:—

## FRENCH MONEY CONVERTED INTO BRITISH.

fra.	cts.	£	s.	d.	fra.	cts.	£	s.	d.	fra.	cts.	£	s.	d.
0	10	0	0	1	35	0	1	7	9½	80	0	3	3	6
0	20	0	0	1½	36	0	1	8	6½	81	0	3	4	3½
0	25	0	0	2	37	0	1	9	4½	82	0	3	5	1
0	30	0	0	2½	38	0	1	10	2	83	0	3	5	10½
0	40	0	0	3	39	0	1	10	11½	84	0	3	6	8
0	50	0	0	4	40	0	1	11	9	85	0	3	7	5½
0	60	0	0	5	41	0	1	12	6½	86	0	3	8	3
0	70	0	0	6	42	0	1	13	4	87	0	3	9	0½
0	75	0	0	7	43	0	1	14	1½	88	0	3	9	10
0	80	0	0	7½	44	0	1	14	11	89	0	3	10	7½
0	90	0	0	8	45	0	1	15	8½	90	0	3	11	5½
1	0	0	0	9	46	0	1	16	6	91	0	3	12	2½
2	0	0	1	7	47	0	1	17	3½	92	0	3	13	0
3	0	0	2	4½	48	0	1	18	1	93	0	3	13	9½
4	0	0	3	2	49	0	1	18	10	94	0	3	14	7
5	0	0	3	11½	50	0	1	19	8	95	0	3	15	4½
6	0	0	4	9	51	0	2	0	5½	96	0	3	16	2
7	0	0	5	6	52	0	2	1	3	97	0	3	16	11½
8	0	0	6	4	53	0	2	2	0½	98	0	3	17	9
9	0	0	7	1½	54	0	2	2	10½	99	0	3	18	6½
10	0	0	7	11½	55	0	2	3	7½	100	0	3	19	4½
11	0	0	8	8	56	0	2	4	5	200	0	7	18	9
12	0	0	9	6	57	0	2	5	2½	300	0	11	18	1
13	0	0	10	3	58	0	2	6	0½	400	0	15	17	5½
14	0	0	11	1	59	0	2	6	10	500	0	19	16	10
15	0	0	11	10	60	0	2	7	7½	600	0	23	16	2½
16	0	0	12	8	61	0	2	8	5	700	0	27	15	6½
17	0	0	13	6	62	0	2	9	2½	800	0	31	14	11
18	0	0	14	3½	63	0	2	10	0	900	0	35	14	3½
19	0	0	15	1	64	0	2	10	9½	1,000	0	39	13	8
20	0	0	15	10½	65	0	2	11	7	2,000	0	79	7	4
21	0	0	16	8	66	0	2	12	4½	3,000	0	119	1	0
22	0	0	17	5½	67	0	2	13	2	4,000	0	158	14	7
23	0	0	18	3	68	0	2	13	11½	5,000	0	198	8	3
24	0	0	19	0½	69	0	2	14	9½	6,000	0	238	1	11
25	0	0	19	10	70	0	2	15	6	7,000	0	277	15	7
26	0	1	0	7½	71	0	2	16	4	8,000	0	317	9	2
27	0	1	1	5	72	0	2	17	1	9,000	0	357	2	10
28	0	1	2	2½	73	0	2	17	11	10,000	0	396	16	6
29	0	1	3	0	74	0	2	18	8	20,000	0	793	13	0
30	0	1	3	9	75	0	2	19	6	30,000	0	1,190	9	6
31	0	1	4	7	76	0	3	0	3	40,000	0	1,587	6	0
32	0	1	5	4½	77	0	3	1	1	50,000	0	1,984	2	6
33	0	1	6	2	78	0	3	1	10	100,000	0	3,968	5	1
34	0	1	6	11½	79	0	3	2	8½	1,000,000	0	39,682	10	10

The following table gives the conversion of pounds, shillings, and pence, up to 900,000 pounds, into francs and centimes, at the same rate as in the preceding statement, that is *l.* sterling to 25 francs and 20 centimes :—

## BRITISH MONEY CONVERTED INTO FRENCH.

£	s.	d.	frs.	cts.	£	s.	d.	frs.	cts.
0	0	1	0	10½	40	0	0	1,008	0
0	0	2	0	21	50	0	0	1,260	0
0	0	3	0	31½	60	0	0	1,512	0
0	0	4	0	42	70	0	0	1,764	0
0	0	5	0	52½	80	0	0	2,016	0
0	0	6	0	63	90	0	0	2,268	0
0	0	7	0	73½	100	0	0	2,520	0
0	0	8	0	84	200	0	0	5,040	0
0	0	9	0	94½	300	0	0	7,560	0
0	0	10	1	5	400	0	0	10,080	0
0	0	11	1	16½	500	0	0	12,600	0
0	1	0	1	26	600	0	0	15,120	0
0	2	0	2	52	700	0	0	17,640	0
0	3	0	3	78	800	0	0	20,160	0
0	4	0	5	4	900	0	0	22,680	0
0	5	0	6	30	1,000	0	0	25,200	0
0	6	0	7	56	2,000	0	0	50,400	0
0	7	0	8	82	3,000	0	0	75,600	0
0	8	0	10	8	4,000	0	0	100,800	0
0	9	0	11	34	5,000	0	0	126,000	0
0	10	0	12	60	6,000	0	0	151,200	0
0	11	0	13	86	7,000	0	0	176,400	0
0	12	0	15	12	8,000	0	0	201,600	0
0	13	0	16	38	9,000	0	0	226,800	0
0	14	0	17	64	10,000	0	0	252,000	0
0	15	0	18	90	20,000	0	0	504,000	0
0	16	0	20	16	30,000	0	0	756,000	0
0	17	0	21	42	40,000	0	0	1,008,000	0
0	18	0	22	68	50,000	0	0	1,260,000	0
0	19	0	23	94	60,000	0	0	1,512,000	0
1	0	0	25	20	70,000	0	0	1,764,000	0
2	0	0	50	40	80,000	0	0	2,016,000	0
3	0	0	75	60	90,000	0	0	2,268,000	0
4	0	0	100	80	100,000	0	0	2,520,000	0
5	0	0	126	0	200,000	0	0	5,040,000	0
6	0	0	151	20	300,000	0	0	7,560,000	0
7	0	0	176	40	400,000	0	0	10,080,000	0
8	0	0	201	60	500,000	0	0	12,600,000	0
9	0	0	226	80	600,000	0	0	15,120,000	0
10	0	0	252	0	700,000	0	0	17,640,000	0
20	0	0	504	0	800,000	0	0	20,160,000	0
30	0	0	756	0	900,000	0	0	22,680,000	0

The following two tables give the equivalents of French and English prices, with comparative weights and measures, the French money being calculated at the rate of 25 francs 20 centimes per 1*l.* sterling :—

French	=	English
1 fr. per kilog.	=	4 <i>3</i> / <sub>4</sub> <i>d.</i> per lb.
10 fr. " 100 kilog.	=	4 <i>s.</i> 0 <i>3</i> / <sub>4</sub> <i>d.</i> " cwt.
10 fr. " 50 kilog.	=	8 <i>s.</i> 0 <i>3</i> / <sub>4</sub> <i>d.</i> " cwt.
1 fr. " mètre	=	8 <i>1</i> / <sub>2</sub> <i>d.</i> " yard.
1 fr. " litre	=	3 <i>s.</i> 7 <i>1</i> / <sub>2</sub> <i>d.</i> " gal.
100 fr. " hectolitre	=	3 <i>s.</i> 7 <i>1</i> / <sub>2</sub> <i>d.</i> " gal.
10 fr. " hectolitre	=	23 <i>s.</i> 0 <i>3</i> / <sub>4</sub> <i>d.</i> " qr.
10 fr. " hectare	=	3 <i>s.</i> 2 <i>1</i> / <sub>2</sub> <i>d.</i> " acre.
English	=	French
1 <i>s.</i> per lb.	=	2 fr. 78 c. per kilog.
10 <i>s.</i> " cwt.	=	24 fr. 80 c. " 100 kilog.
10 <i>s.</i> " cwt.	=	12 fr. 41 c. " 50 kilog.
1 <i>s.</i> " yard	=	1 fr. 38 c. " mètre
1 <i>s.</i> " gal.	=	28 c. " litre
10 <i>s.</i> " gal.	=	277 fr. 32 c. " hectolitre
10 <i>s.</i> " qr.	=	4 fr. 33 c. " hectolitre
10 <i>s.</i> " acre	=	31 fr. 13 c. " hectare.

In France the standard of value is silver, instead of, as in Great Britain, gold. The law on the subject orders that 'L'unité monétaire sera le franc'—the monetary unit shall be the franc. The franc must be coined of 5 grammes of standard silver, containing  $\frac{1}{10}$  of copper alloy. The value of the gold coin depends in reality upon the price of gold; but it has not changed for a number of years, the ratio being that 155 twenty-five franc-pieces, or so-called napoléons, are one kilogramme in weight.

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# PART I.

## TERRITORY AND POPULATION.

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### CHAPTER I.

#### Territorial Divisions.

FRANCE is at present divided into 89 departments, and subdivided into 373 arrondissements, 2,938 cantons, and 37,510 communes. This division dates from the period of the great revolution, previous to which the kingdom was separated into 32 'general governments,' or provinces, each under a distinct administration, with, not unfrequently, distinct laws and privileges, and commercial or custom-house barriers. To destroy this inequality, the Constituent Assembly formed the 32 provinces into 84 departments, making an 85th out of the island of Corsica. Subsequently, there came to be added the new department of Vaucluse; and, more recently, three other departments, the Alpes-Maritimes, Savoie, and Haute-Savoie, former districts of the kingdom of Sardinia, were annexed to France, raising to 89 the number of administrative divisions. Each of these 89 departments is under a Prefect, and each of the 373 arrondissements under a Subprefect, while each canton possesses a 'juge de paix,' or justice of the peace. With the exception of the two cities of Paris and Lyons, which have separate local governments, called Municipal Commissions, each of the 37,510 communes of France has at its head a 'maire,' or mayor, nominated by the Minister of the Interior, and who is assisted in his functions by a Municipal Council elected by the inhabitants.

The following table shows, in alphabetical order, the list of the ancient provinces, with the present division into departments, and the number of arrondissements, cantons, and communes, as well as the 'chef-lieu,' or capital, of each department:—



Provinces	Departments	Arron- disse- ments	Can- tons	Com- munes	Capitals of Departments
Alsace . . .	Haut-Rhin . . .	3	30	490	Colmar
	Bas-Rhin . . .	4	33	542	Strasbourg
Angoumois . . .	Charente . . .	5	29	428	Angoulême
Anjou . . .	Maine-et-Loire . . .	5	34	376	Angers
Artois . . .	Pas-de-Calais . . .	6	43	903	Arras
Aunis et Sain- tonge . . .	Charente-Inférieure	6	40	479	La Rochelle
Auvergne . . .	Puy-de-Dôme . . .	5	50	443	Clermont-Terrand
	Cantal . . .	4	23	259	Aurillac
Béarn et Navarre	Basses-Pyrénées . . .	5	40	559	Pau
Berry . . .	Cher . . .	3	29	290	Bourges
	Indre . . .	4	23	245	Châteauroux
Bourbonnais . . .	Allier . . .	4	28	317	Moulins
	Yonne . . .	5	37	483	Auxerre
Bourgogne . . .	Côte-d'Or . . .	4	36	717	Dijon
	Saône-et-Loire . . .	5	48	583	Mâcon
	Ain . . .	5	35	450	Bourg
Bretagne . . .	Ille-et-Vilaine . . .	6	43	350	Rennes
	Côtes-du-Nord . . .	5	48	382	Saint-Brieuc
	Finistère . . .	5	43	284	Quimper
	Morbihan . . .	4	37	237	Vannes
	Loire-Inférieure . . .	5	45	208	Nantes
Champagne . . .	Ardennes . . .	5	31	478	Mézières
	Haute-Marne . . .	3	28	550	Chaumont
	Aube . . .	5	26	446	Troyes
Dauphiné . . .	Marne . . .	5	32	667	Châlons-s.-Marne
	Isère . . .	4	45	550	Grenoble
	Drôme . . .	4	29	366	Valence
Flandre . . .	Hautes-Alpes . . .	3	24	189	Gap
	Nord . . .	7	60	660	Lille
Foix . . .	Ariège . . .	3	20	336	Foix
	Doubs . . .	4	27	639	Besançon
Franche-Comté	Jura . . .	4	32	583	Lons-le-Saunier
	Haute-Saône . . .	3	28	583	Vesoul
Guyenne, Gascogne, and Quercy . . .	Dordogne . . .	5	47	582	Périgueux
	Gironde . . .	6	48	547	Bordeaux
	Landes . . .	3	28	331	Mont-de-Marsan
	Hautes-Pyrénées . . .	3	26	479	Tarbes
	Gers . . .	5	29	466	Auch
Ile-de-France . . .	Lot-et-Garonne . . .	4	35	316	Agen
	Tarn-et-Garonne . . .	3	24	193	Montauban
	Aveyron . . .	5	42	282	Rodez
	Lot . . .	3	29	315	Cahors
	Aisne . . .	5	37	836	Laon
Ile-de-France . . .	Oise . . .	4	35	700	Beauvais
	Seine-et-Marne . . .	5	29	527	Melun
	Seine . . .	3	28	70	Paris
	Seine-et-Oise . . .	6	36	684	Versailles

Provinces	Departments	Arron- disse- ments	Can- tons	Com- munes	Capitals of Departments
Languedoc .	Haute-Garonne .	4	39	578	Toulouse
	Tarn . . . . .	4	35	316	Albi
	Aude . . . . .	4	31	434	Carcassonne
Languedoc .	Hérault . . . . .	4	36	331	Montpellier
	Garde . . . . .	4	39	348	Nîmes
	Lozère . . . . .	3	24	193	Mende
	Ardèche . . . . .	3	31	339	Privas
Limousin .	Haute-Loire . . . . .	3	28	260	Le Puy
	Haute-Vienne . . . . .	4	27	200	Limoges
	Corrèze . . . . .	3	29	286	Tulle
Lorraine .	Meuse . . . . .	4	28	587	Bar-le-Duc
	Moselle . . . . .	4	27	629	Metz
	Meurthe . . . . .	5	29	714	Nancy
	Vosges . . . . .	5	30	548	Épinal
Lyonnais .	Rhône . . . . .	2	27	258	Lyon
	Loire . . . . .	3	30	320	Saint-Étienne
Maine . . .	Mayenne . . . . .	3	27	274	Laval
	Sarthe . . . . .	4	33	389	Le Mans
Marche . . .	Creuse . . . . .	4	25	261	Guéret
Nivernais .	Nièvre . . . . .	4	25	314	Nevers
	Eure . . . . .	5	36	700	Évreux
	Seine-Inférieure . . . . .	5	50	759	Rouen
Normandie .	Orne . . . . .	4	36	511	Alençon
	Calvados . . . . .	6	37	767	Caen
	Manche . . . . .	6	48	644	Saint-Lô
	Eure-et-Loire . . . . .	4	24	426	Chartres
Orléanais .	Loiret . . . . .	4	31	349	Orléans
	Loire-et-Cher . . . . .	3	24	298	Blois
Picardie . .	Somme . . . . .	5	41	832	Amiens
	Vendée . . . . .	3	30	298	Napoléon-Vendée
Poitou . . .	Deux-Sèvres . . . . .	4	31	355	Niort
	Vienne . . . . .	5	31	296	Poitiers
Provence . .	Basses-Alpes . . . . .	5	30	254	Digne
	Bouches-du-Rhône . . . . .	3	27	106	Marseille
	Var . . . . .	3	27	143	Draguignan
Touraine . .	Indre-et-Loire . . . . .	3	24	281	Tours
Roussillon .	Pyrénées-Oriental . . . . .	3	17	230	Perpignan
Corse . . . .	Corse . . . . .	5	62	353	Ajaccio
Departments an- nexed since the division of France in- to depart- ments . . . .	Alpes-Maritimes . . . . .	3	25	146	Nice
	Haute-Savoie . . . . .	4	27	309	Annecy
	Savoie . . . . .	4	29	325	Chambery
	Vaucluse . . . . .	4	22	149	Avignon
	Total . . . . .	373	2938	37510	

Besides the general administrative division of France, shown in the preceding table, there exists a religious division into 86 dioceses,

under 17 archbishops and 69 bishops ; a judicial division into 28 circuits, each possessing an Imperial Court, or Court of Appeal ; a scholastic division into 18 presidencies, with an academy and a rector for each ; a military division into 6 corps d'armée, each commanded by a field-marshal ; a naval division into 5 provinces, under as many vice-admirals, who have the title of Maritime Prefects ; and, finally, a commercial division into 32 custom-house districts, or 'divisions douanières,' superintended each by an inspector. The latter districts—greatly varying in extent, according to the amount of their commercial transactions—are as follows :—

Divisions Douanières	Chief Customs Establishments	Extent of District in Departments
1. Dunkirk .	Dunkirk, Hazebrouck . .	Part of dep. Nord
2. Lille .	Armentières, Lille, Orchies .	Part of dep. Nord
3. Valenciennes	Avesnes, Maubeuge, Saint-Amand, Valenciennes . . .	Part of dep. Nord
4. Charleville .	Hirson, Rocroi, Sedan . . .	Aisne, part of dep. Nord and of dep. Ardennes
5. Metz . .	Bitche, Bouzonville, Montmédy, Saint-Avold, Thionville . . .	Meuse and Moselle
6. Strasbourg .	Bischwiller, Strasbourg, Wissembourg . . . . .	Bas-Rhin
7. Colmar .	Delle, Mulhouse, Neuf-Brisach . . . . .	Haut-Rhin
8. Besançon .	Montbéliard, Morteau, Pontarlier . . . . .	Doubs
9. Bourg .	Belley, Châtillon, Sainte-Claude . . . . .	Ain and Jura
10. Chambéry .	Anney, Bourg-Saint-Maurice, Saint-Jean-de-Maurienne, Ugines . . . . .	Haute-Savoie and Savoie
11. Digne . .	Barcelonnette, Briançon, Saint-Martin-Lantosque . .	Hautes and Basses-Alpes, and part of dep. Alpes-Maritimes
12. Nice . .	Nice, Sospel . . . . .	Part of dep. Alpes-Maritimes
13. Toulon .	Saint-Tropez, Toulon . . . .	Var
14. Marseille .	Arles, Marseille, Les Martigues . . . . .	Bouches-du-Rhône
15. Montpellier	Agde, Aigues-Mortes, Cette .	Gard, Hérault
16. Perpignan .	La Nouvelle, Perpignan, Prades . . . . .	Aude and Pyrénées-Orientales
17. Tarbes .	Bagnères-de-Luchon, Saint-Girons . . . . .	Haute-Garonne, Ariège, and Hautes-Pyrénées
18. Bayonne .	Bayonne, Oloron, Saint-Jean-Pied-de-Port, Ustaritz . .	Basses-Pyrénées

Divisions Douanières	Chief Customs Establishments	Extent of District in Departments
19. Bordeaux .	Blaye, Bordeaux, La Teste-de-Buch . . . . .	Gironde and part of dep. Charente-Inférieure
20. La Rochelle	La Rochelle, Marennès, Rochefort . . . . .	Part of dep. Charente-Inférieure
21. Napoléon Vendée .	Beauvoir, Les Sables-d'Olonne	Vendée
22. Nantes .	Guérande, Nantes, Paimbœuf, Saint-Nazaire . . . . .	Loire-Inférieure and part of dep. Ille-et-Vilaine
23. Vannes .	Lorient, La Roche-Bernard, Vannes . . . . .	Part of dep. Morbihan
24. Brest .	Brest, Crozon, Morlaix, Quimper . . . . .	Finistère
25. Saint-Brieuc	Saint-Brieuc, Saint-Malo, Tréguier . . . . .	Part of dep. Côtes-du-Nord and part of dep. Ille-et-Vilaine
26. Saint-Lô .	Cherbourg, Granville, Les Pieux . . . . .	Manche
27. Caen .	Caen, Honfleur . . . . .	Calvados and part of dep. Eure
28. Rouen .	Rouen . . . . .	Part of dep. Seine-Inférieure
29. Le Havre .	Dieppe, Le Havre . . . . .	Part of dep. Seine-Inférieure
30. Boulogne .	Abbeville, Boulogne, Calais .	Somme and part of dep. Pas-de-Calais
31. Bastia .	Ajaccio, Bastia . . . . .	Corsica
32. Paris .	Paris . . . . .	Seine

In addition to the above, there are three inland towns, Avignon, Lyons, and Orleans, which have separate custom-house establishments.

For general descriptive purposes France may be divided into six great regions, consisting each of fifteen, and, in one instance, fourteen departments, namely:—

1. The *North-West*—region of coal mines and of manufactures carried on by steam power.

2. The *North-East*—region of iron mines and of cotton manufactures.

3. The *West*—region of grain and cattle.

4. The *South-West*—region of wine and fruit.

5. The *South-East*—region of silk manufactures.

6. The *Centre*—region of hardware and textile manufactures.

## 1ST REGION, THE NORTH-WEST.

This region comprises the 15 departments—

Nord	Seine	Eure
Pas-de-Calais	Seine-et-Oise	Orne
Somme	Seine-et-Marne	Manche
Aisne	Seine-Inférieure	Eure-et-Loir
Oise	Calvados	Loiret

These departments have an area of 21,311,270 acres, with a population of 250 to the square mile. The North-West is the wealthiest, the most populated, and most commercial section of the empire. The department of the Nord contains 565 persons to a square mile. If all France were equally peopled, the country would have a population of over 100 millions. In this department, the land is divided into large, middling, and small properties, the small predominating; and notwithstanding the development of industry and commerce, those who live through agriculture amount to about one-half of the whole population. In the arrondissement of Lille, land is worth 400*l.* the hectare, and lets for 150 francs, or 60*l.*, equivalent to 2*l.* 8*s.* the acre. In the district of l'Île de France, there are upwards of 3,000 proprietors, each paying a land-tax exceeding 1,000 francs, or 40*l.*, and among them are many proprietors who have an income of from 2,000*l.* to 4,000*l.* a year. Estates from 1,250 to 2,500 acres are numerous, particularly in the department of Seine-et-Marne. While the whole of France has 16,346 proprietors paying land-tax to the amount of 1,000 francs, or 40*l.*, and above, and 36,862 proprietors paying from 500 to 1,000 francs, these fifteen North-West departments contain one-half of the first, and very nearly a moiety of the second class. The 'propriétaires cultivateurs' form one-fifth of the rural population; and the farmers with their families another fifth, while the remaining three-fifths are composed of labourers and servants. The whole of this North-West region is intersected by the lines of the great Chemin de Fer du Nord, or Northern Railway.

## 2ND REGION, THE NORTH-EAST,

comprising the following 15 departments:—

Ardennes	Côte d'Or	Moselle
Aube	Doubs	Meurthe
Marne	Jura	Vosges
Haute-Marne	Haute-Saône	Haut-Rhin
Yonne	Meuse	Bas-Rhin

These departments have a total area of 22,453,250 acres, with a population of 160 to the square mile. There is a great subdivision

of property in these departments, chiefly of modern date, having arisen with the industrial movement of the present century. More recently, large properties have become so scarce that, while the North-West region, as already stated, contains above 16,000 persons paying land-tax of from 500 to 1,000 francs, or 20*l.* to 40*l.*, and 8,000 persons paying 1,000 francs and above, the North-East contains only 4,000 of the first, and less than 2,000 of the second, class. Industrial occupations predominate. The northern districts, particularly the departments of Haute-Marne, Haute-Saône, Meuse, and Moselle, are distinguished for their mineral produce, chiefly iron-ore; the southern departments, on the other hand, especially those of the Alsace, now called Haut-Rhin and Bas-Rhin, take the lead in cotton manufactures. The whole region is included in the railway system of another of the six great lines of France, the Chemin de Fer de l'Est, or Eastern Railway.

### 3RD REGION, THE WEST,

comprising the 14 departments of—

Indre-et-Loire	Côtes-du-Nord	Deux-Sèvres
Mayenne	Finisterre	Vienne
Sarthe	Morbihan	Charente
Marne-et-Loire	Loire-Inférieure	Charente-Inférieure
Ille-et-Vilaine	Vendée	

which have a total area of 22,764,675 acres, with a population of 180 to a square mile. This region contains the valley of the Loire, where the land is of extraordinary fertility, exhibiting garden culture, but is also much subdivided. The land is commonly sold at 400*l.* the hectare, and a very small quantity under vine culture suffices for the easy maintenance of a family. About 500,000 persons in this valley live on as many acres. The land is very nearly equally divided between town and country. But if, on the one hand, extreme subdivision characterises the valley of the Loire, on the other, in the department de l'Indre, properties of from 2,500 acres to 5,000 acres are common, while in Anjou the farms have an average of from 75 to 100 acres. There are many smaller, but very few small, estates. In Brittany there are few large properties; the farms average 60 acres. The whole of the province does not contain 300 proprietors paying a land-tax of 1,000 francs, or 40*l.*, and upwards; but as in Brittany the value of land is only half what it is in Normandy, a land-tax of 500 francs represents the same extent of land as a land-tax of 1,000 francs in Normandy or Picardy. The greater part of this region is intersected by the lines of the great Chemin de Fer d'Orléans and its branches; but some of the northern departments are served by the Chemin de Fer de l'Ouest, or Western Railway.

## 4TH REGION, THE SOUTH-WEST.

This region comprises the following 15 departments :—

Gironde	Gers	Hauts-Pyrénées
Lot-et-Garonne	Haute-Garonne	Ariège
Lot	Tarn	Aude
Tarn-et-Garonne	Aveyron	Pyrénées-Orientales
Landes	Basses-Pyrénées	Hérault

These departments contain 21,971,125 acres, and a population of 140 to the square mile. The rural population, which in the North-West and the South-East attains to half, and in the other regions to two-thirds, of the entire population, in this region reaches three-fourths. The whole of the fifteen departments only contain 1,300 proprietors paying a land-tax of 1,000 francs, or 40*l.*, and upwards, so that there are more small proprietors in this than even in the South-Eastern region. The average extent of the farms here is 60 acres, and many are less. This great subdivision of property is of old date. It was observed by the 'Parlement de Paris,' in 1788, that in Béarn and the neighbouring south-west provinces, every person was a 'proprietor.' This region contains one-third of the vineyards of France. Those of Médoc, extending over 50,000 acres, produce about 40,000 tuns of wine, of which 5,000 are superior, 5,000 are 'vins de Bourgeois,' the remaining 30,000 are 'vins ordinaires.' The whole region is included within the network of another of the great iron-road systems, the Chemin de Fer du Midi, or Southern Railway.

## 5TH REGION, THE SOUTH-EAST,

comprising the following 15 departments :—

Ain	Ardèche	Alpes-Maritimes
Rhône	Drôme	Basses-Alpes
Savoie	Hautes-Alpes	Bouches-du-Rhône
Haute-Savoie	Vaucluse	Var
Isère	Gard	Corsica

These departments have an area of 22,860,427 acres, and a population of about 160 to the square mile. This region agriculturally occupies the fourth place, whereas, commercially, industrially, and through its wealth, it takes the second place. The slopes of this district towards the Saône contain fine vineyards and fertile plains. In the department of the Ain, at the foot of the Jura mountains, the principal culture is wheat, Indian corn, and the vine. There are also extensive meadow lands. Property is divided, but not in excess, and the number of proprietors in easy circumstances is very considerable. The plain of Nismes is one of the most productive in France. Land is there worth from 200*l.* to 240*l.* the hectare.

The departments of the Upper and Lower Alps had, in 1790, about 400,000 inhabitants; they have now only 271,468. This is the poorest and least populated part of France, having only 22 persons to 100 hectares, while Corsica has 27. With the exception of the departments of the Bouches-du-Rhône, Gard, and Rhône, where there are large towns and much manufacturing wealth, the other districts of this region have not among them more than 500 proprietors paying a land-tax of 1,000 francs, or 40*l.*, and upwards. This is less than the number found in one department in the North-West, or in the neighbourhood of the capital. The region is intersected by the lines of the greatest of all the railway systems of France, the Chemin de Fer de la Méditerranée, or Mediterranean Railway.

#### 6TH REGION, THE CENTRE.

This region comprises the following 15 departments:—

Loire-et-Cher	Creuse	Puy-de-Dôme
Cher	Haute-Vienne	Cantal
Indre	Corrèze	Lozère
Nièvre	Dordogne	Haute-Loire
Allier	Loire	Saône-et-Loire

having an area of 21,106,997 acres, and a population of 127 to the square mile. The land in these fifteen departments is mostly divided into large properties. The farms are on the average 500 acres and above. The ancient province of Berry and the neighbouring districts have always been the region of large properties. Over one hundred estates of 2,500 acres are to be found here, while many are of still greater extent; the largest of all, that of Valençay, a property of the Prince of Talleyrand, has not less than 50,000 acres, spread over 27 communes, or parishes. In the province of Auvergne alone, property is much divided. While the returns from the land have doubled throughout France since 1789, they have not in this region increased 50 per cent.; and the revolution has exercised but little influence on the state of property in these Central departments. In the provinces of Berry, Le Nivernais, and Le Bourbonnais, there are large properties; but the department of Cantal has only 18 estates paying a land-tax of 1,000 francs, or 40*l.*, and above; the department of Lozère has only 7 of the same class; the department of Creuse, 5; Corrèze, 4; and Haute-Loire, 2 of the same class. The fifteen departments of this central region communicate with each other, and with the rest of France, chiefly by two out of the six great arteries of iron roads which radiate from the capital, namely, the Southern and the Mediterranean Railway.

The following table shows the area of the 89 departments in hectares and English square miles:—



Departments	Hectares	Eng. Sq. Miles	Departments	Hectares	Eng. Sq. Miles
Ain . . .	579,897	2,264	Lot-et-Garonne	535,396	1,858
Aisne . . .	735,200	2,930	Lozère . . .	516,973	1,773
Allier . . .	730,837	2,908	Maine-et-Loire	712,093	2,784
Alpes (Basses-)	695,419	2,870	Manche . . .	592,838	1,917
Alpes (Hautes-)	558,961	2,144	Marne . . .	818,044	3,214
Alpes			Marne (Haute-)	621,968	2,482
Maritimes . .	393,000	1,104	Mayenne . . .	517,063	2,010
Ardèche . . .	552,665	2,130	Meurthe . . .	609,004	2,465
Ardennes . . .	523,289	2,001	Meuse . . .	622,787	2,569
Ariège . . .	489,387	2,051	Morbihan . . .	679,781	2,640
Aube . . .	600,139	2,393	Moselle . . .	536,889	1,635
Aude . . .	631,324	2,246	Nièvre . . .	681,656	2,691
Aveyron . . .	874,333	3,417	Nord . . .	568,087	2,278
Bouches-du-			Oise . . .	585,506	2,380
Rhône . . .	510,487	2,331	Orne . . .	609,729	2,497
Calvados . . .	552,072	2,106	Pas-de-Calais	660,563	2,624
Cantal . . .	574,147	2,203	Puy-de-Dôme	795,051	3,153
Charente . . .	594,238	2,270	Pyrénées		
Charente-Infé-			(Basses-) . .	762,266	2,928
rieure . . .	682,569	2,763	Pyrénées		
Cher . . .	719,934	2,853	(Hautes-) . .	452,945	1,803
Corrèze . . .	586,609	2,261	Pyrénées Ori-		
Corsica . . .	874,741	3,498	entales . . .	412,211	1,593
Côte d'Or . . .	876,116	3,580	Rhin (Bas-) . .	455,345	1,635
Côtes-du-Nord	688,562	2,870	Rhin (Haut-). .	410,771	1,502
Creuse . . .	556,830	2,244	Rhône . . .	279,039	1,047
Dordogne . . .	918,256	3,979	Saône (Haute-)	533,992	1,792
Doubs . . .	522,755	2,120	Saône-et-Loire	855,174	3,321
Drôme . . .	652,155	2,618	Sarthe . . .	620,668	2,475
Eure . . .	595,765	2,414	Savoie . . .	591,358	2,231
Eure-et-Loire	587,430	2,361	Savoie (Haute-)	341,715	1,285
Finisterre . . .	672,112	2,690	Seine . . .	47,550	181
Gard . . .	583,556	2,323	Seine-Inféri-		
Garonne			eure . . .	603,329	2,310
(Haute-) . . .	628,988	2,488	Seine-et-Marne	573,635	2,335
Gers . . .	628,031	2,416	Seine-et-Oise . .	560,365	2,223
Gironde . . .	974,032	4,193	Sèvres (Deux-)	599,988	2,267
Hérault . . .	619,799	2,444	Somme . . .	616,120	2,368
Ille-et-Vilaine	672,583	2,641	Tarn . . .	574,216	2,234
Indre . . .	679,530	2,749	Tarn-et-		
Indre-et-Loire	611,370	2,401	Garonne . . .	372,016	1,373
Isère . . .	828,934	3,258	Var . . .	608,325	2,825
Jura . . .	499,401	1,940	Vaucluse . . .	354,770	1,305
Landes . . .	932,131	3,486	Vendée . . .	670,349	2,616
Loire-et-Cher	635,092	2,363	Vienne . . .	697,036	2,669
Loire . . .	475,962	1,921	Vienne(Haute-)	551,657	2,187
Loire (Haute-)	496,225	1,929	Vosges . . .	607,995	2,304
Loire-Inféri-			Yonne . . .	742,804	2,824
eure . . .	687,456	2,735			
Loiret . . .	677,119	2,645	Total area of		
Lot . . .	521,174	1,530	France . . .	54,239,679	211,852

In respect to agriculture, the soil of France is divided as follows :—

Under cultivation :—	Per cent.
Grain crops . . . . .	28·30
Other . . . . .	5·00
Artificial meadows . . . . .	5·00
Fallow . . . . .	10·80
Natural meadows . . . . .	9·50
Vineyards . . . . .	4·10
Chestnuts, olives, and mulberry plantations . . . . .	0·20
Pasture and waste lands . . . . .	13·50
Forest, water, roads, houses, and uncultivated . . . . .	23·60
	<u>100·00</u>

The total area of France, as shown in the preceding table, comprises 54,239,679 hectares, which, taking the hectare at  $2\frac{1}{2}$  English acres—it is exactly 2·4711—amounts to 135,599,197 acres. The area of England and Wales being 37,324,915 acres, it will be seen that the extent of cultivated land in France under grain crops alone—28·30 per cent.—is larger than the whole of England.

## CHAPTER II.

### Population.

THE enumeration of the population of France is taken every five years. The mechanism of this operation has been very considerably improved of late years; but notwithstanding the care with which the census is now taken in France, it is, perhaps, still inferior in point of accuracy and detail to the decennial censuses of England. In England, as is well known, the enumeration of the population is effected by commissioners specially appointed for the purpose, and takes place on a fixed day throughout the country. In France, the census is only simultaneously taken in the public institutions, such as barracks, arsenals, hospitals, colleges, and asylums; as regards the great mass of the population, the process of enumeration generally lasts for several months, being conducted by the ordinary local authorities, who consult their own convenience, and in many cases call in the assistance of any of the leading persons in their district. This method of taking the census necessarily involves numberless omissions, irregularities, and inaccuracies. But although the existence of local and provincial inaccuracies may be admitted, the general result is, nevertheless, not impaired to the extent that

might be supposed, for the inaccuracies are more or less balanced and rectified by the revision which the results arrived at in the various provinces and districts are subjected to at headquarters. Moreover, the apprehensions which were formerly caused among the rural population by the taking of the census are gradually disappearing, as the certainty gains ground that the enumeration of the people has no fiscal end in view, and the persons charged with the operation, who used to be alarmed at the increase of trouble entailed upon them, are now no longer afraid of undertaking the duty, and perform it more conscientiously. The chances, therefore, are that each new census contains fewer inaccuracies than its predecessor. This fact may possibly have contributed to the more satisfactory result which the quinquennial census taken during the last six months of 1861 exhibited as regards the increase of the population of France.

The census of 1861 shows an increase of population considerably beyond the average of any former census. The following figures show the number of the population of France according to the census of 1861 and the five which preceded it:—

Year in which Census was taken	Population	Absolute Increase in five years	Annual Increase per 100 Inhabitants
1836	33,540,910	—	—
1841	34,230,178	689,269	0·41
1846	35,400,486	1,170,308	0·68
1851	35,783,170	382,684	0·22
1856	36,139,364	356,194	0·20
1861	36,717,254	577,890	0·32

These figures show that the yearly increase of the population was greater during the quinquennial period 1856–1861 than it was in the ten preceding years, although it does not amount to one-half of what it was during the period between 1836 and 1846. But it is possible that the extraordinary increase which the table gives for the years 1836 to 1846 may, in some measure, be due to the improvement which was then effected in the mode of taking the census, and by which a number of omissions were rectified.

The above table only contains the returns of the population in the eighty-six departments in which the census was taken. In order to arrive at the real amount of the population in France in 1861, there must be added that of the three departments annexed to the empire after the Italian war. The population of those three new departments was, according to the census of 1861:—Alpes-Maritimes, 194,578; Savoie, 275,039; and Haute-Savoie, 267,496; total, 737,113 souls. From this, however, there must be deducted the

population (68,054) of the district of Grasse, which was taken from the department of the Var, and added to the ancient county of Nice, to form the department of the Alpes-Maritimes. The increase in the population of France through these annexations, therefore, amounts to 669,059 inhabitants, which, added to the figures above quoted, gives a general total of 37,386,313 inhabitants in the eighty-nine departments of France. Taking the twenty-five years from 1836 to 1861 together, during which the censuses have been taken, it will be seen that in twenty-one departments, namely, Cantal, Basses-Alpes, Haute-Saône, Eure, Jura, Hautes-Alpes, Gers, Arne, Calvados, Lot-et-Garonne, Tarn-et-Garonne, Meuse, Ariège, Lozère, Creuse, Puy-de-Dôme, Basses-Pyrénées, Côte d'Or, Manche, and Sarthe, the population is now numerically less than it was a quarter of a century ago; on the other hand, in twenty-three departments, namely, Seine, Bouches-du-Rhône, Rhône, Loire, Nord, Loire-Inférieure, Corsica, Gironde, Var, Vendée, Allier, Gard, Haut-Rhin, Hérault, Loiret, Loire-et-Cher, Maine-et-Loire, Seine-Inférieure, Saône-et Loire, Deux-Sèvres, Charente-Inférieure, Ille-et-Vilaine, and Indre-et-Loire, the population has been constantly on the increase. The population of the remaining forty-two departments fluctuated during this period, sometimes augmenting, sometimes decreasing, but finally, in 1861, reached a higher figure than it did in 1836.

The twenty-three departments above mentioned, in which the population has been constantly increasing, are those in which the largest or principal manufacturing cities of France are situated, such as Paris, Marseilles, Lyons, Rouen, Nantes, Bordeaux, and Lille. One of the most remarkable features in the movement of the population of France is indeed the progressive absorption of the rural population by the towns. At the census of 1836, there were 170 towns which had a population of above 5,000 souls, while, in 1861, the total number of their inhabitants has increased from 4,186,962 to 6,408,124. This is an average yearly increase of 2·12 per cent., whereas during the same period the increase in all the other French communes was only 0·13 per cent., or a general average of 0·35 per cent. The official statistical documents make another distinction in classifying the population, namely, between the urban and the rural population, classing under the former all localities which contain at least 2,000 inhabitants. The following table shows the result of the last four censuses, according to this classification:—

## URBAN POPULATION.

Year of Census	Population	Absolute Increase	Increase per cent.
1846	8,646,743	—	—
1851	9,135,459	488,716	5·65
1856	9,844,828	709,369	7·76
1861	10,789,766	944,938	9·60
From 1846 to 1861	. .	2,143,023	23·01

## RURAL POPULATION.

Year of Census	Population	Absolute Increase	Increase per cent.
1846	26,753,743	—	—
1851	26,647,711	-106,032	-0·40
1856	26,194,536	-453,175	-1·70
1861	26,596,547	+402,011	+1·53
From 1846 to 1861	. .	-157,196	-0·57

It will be seen that during this period of fifteen years the urban population increased by nearly one-fourth at the expense of the rural population, which diminished by about 0·60 per cent.

Upon the whole, the progress of the population of France is remarkably slow : slower, indeed, than in almost any other country in Europe. Taking the average obtained of late years, it is found that it would require no less than 198 years to double the actual population of France, whereas that of Great Britain would double itself in 52 years. The only countries in Europe where the increase of population progresses more slowly than in France are Austria and Würtemberg, where 267 years and 248 years would be respectively required to double the existing population.

It is not to want of space to which this slowness in the development of the population can be attributed in France, as the country is by no means thickly peopled. On an average, the population of France is reckoned at 69 souls per square kilomètre, whereas in Belgium it is reckoned at 161; in Saxony 149; in the Netherlands 141; in Great Britain and Ireland 91; and in Italy 84. Expressed in English square miles, the result is as follows:—Belgium has a population of 432; Saxony of 328; the Netherlands of 309; Great Britain and Ireland of 253, and Italy of 220 individuals per square mile, while the density of population in France is only 177 per square mile.

The rate of births, deaths, and marriages of the population of France was as follows in each of the twelve years 1852–1863:—

Years	Births, exclusive of Still-Births	Deaths	Still-Births	Marriages
1852 . . .	964,959	810,737	37,414	281,460
1853 . . .	936,967	795,607	38,570	280,609
1854 . . .	923,461	992,779	39,778	270,896
1855 . . .	902,336	937,942	38,013	283,335
1856 . . .	952,116	837,082	40,786	284,401
1857 . . .	940,709	858,785	41,905	295,510
1858 . . .	969,343	874,186	43,752	307,056
1859 . . .	1,017,896	979,333	46,520	298,417
1860 . . .	956,875	781,635	44,298	288,936
1861 . . .	1,005,078	866,597	45,024	305,203
1862 . . .	995,167	812,978	44,915	303,514
1863 . . .	1,012,794	846,917	45,453	301,376

The total population of France, according to the census of 1861, amounted, as already stated, to 36,717,254 souls, which number included French troops at Rome, in Syria, and other parts of the world, but was exclusive of the new three departments of Alpes-Maritimes, Savoie, and Haute-Savoie, subsequently annexed to the empire. Adding these departments, and subtracting the troops not actually in the country, the population of 1861 amounted to 37,386,313 against 35,783,059 in 1851. The following table shows the distribution of the population over the 89 departments—the latter arranged in geographical order under the four divisions of North-East, North-West, South-West, and South-East, with the newly annexed departments belonging to the last-named group at the end :—

Departments	Old Provinces	Population in 1851	Population in 1861
N.E.			
Seine . . . . .	Ile de France . . . . .	1,422,065	1,953,660
Seine-et-Oise . . . . .		471,554	513,073
Seine-et-Marne . . . . .		345,076	352,312
Aisne . . . . .		558,989	564,597
Oise . . . . .	Picardy . . . . .	403,857	401,417
Somme . . . . .		570,641	572,646
Pas-de-Calais . . . . .	Artois . . . . .	692,994	724,338
Nord . . . . .	Flanders . . . . .	1,158,285	1,303,380
Ardennes . . . . .	Champagne . . . . .	331,296	329,111
Marne . . . . .		373,302	385,498
Aube . . . . .		265,247	262,785
Haute-Marne . . . . .		268,398	254,413
Yonne . . . . .		381,133	370,305

Departments	Old Provinces	Population in 1851	Population in 1861
Vosges . . . . .	Lorraine . . . . .	427,409	415,485
Meurthe . . . . .		450,423	428,643
Meuse . . . . .		328,657	300,540
Moselle . . . . .		459,684	446,457
Bas-Rhin . . . . .	Alsace . . . . .	587,434	577,574
Haut-Rhin . . . . .		494,147	515,802
Doubs . . . . .	Franche-Comté . . . . .	296,679	296,280
Jura . . . . .		313,361	298,953
Haute-Saône . . . . .		347,469	317,183
Saône-et-Loire . . . . .	Bourgogne . . . . .	574,720	582,137
Côte d'Or . . . . .		400,297	384,140
N.W.			
Seine-Inférieure . . . . .	Normandy . . . . .	762,039	789,988
Eure . . . . .		415,777	398,601
Orne . . . . .		439,884	423,350
Calvados . . . . .		491,210	480,992
Manche . . . . .		600,882	591,421
Ille-et-Vilaine . . . . .		574,618	584,930
Côtes-du-Nord . . . . .		632,613	628,676
Finisterre . . . . .	Brittany . . . . .	617,710	627,304
Indre-et-Loire . . . . .	Touraine . . . . .	315,641	323,572
Eure-et-Loire . . . . .	Orleanais . . . . .	294,892	290,455
Loire-et-Cher . . . . .		261,892	269,029
Loiret . . . . .		341,423	352,757
Nièvre . . . . .	Nivernais . . . . .	327,161	332,814
Allier . . . . .	Bourbonnais . . . . .	336,752	356,432
Cher . . . . .	Berry . . . . .	306,261	323,393
Indre . . . . .		271,938	270,954
Morbihan . . . . .		478,172	486,504
Loire-Inférieure . . . . .	Anjou . . . . .	535,664	580,207
Maine-et-Loire . . . . .		515,452	526,012
Mayenne . . . . .	Maine and . . . . .	374,566	375,163
Sarthe . . . . .	Perche . . . . .	473,071	466,165
Creuse . . . . .	Marche . . . . .	287,075	270,055
Haute-Vienne . . . . .	Limousin . . . . .	319,379	319,595
Deux-Sèvres . . . . .	Poitou . . . . .	323,615	328,817
Vendée . . . . .		383,734	395,695
Vienne . . . . .		316,738	322,028
Charente-Inférieure . . . . .	Aunis . . . . .	469,992	481,060
S.W.			
Gironde . . . . .	Guienne . . . . .	614,387	667,193
Dordogne . . . . .		605,789	501,657
Tarn-et-Garonne . . . . .		237,553	332,551
Aveyron . . . . .		394,183	396,025
Charente . . . . .	Angoumois . . . . .	382,912	379,081
Corrèze . . . . .	Limousin . . . . .	320,864	310,118

Departments	Old Provinces	Population in 1851	Population in 1861	
Lot . . . . .	Gascogne . . . . .	296,224	295,542	
Lot-et-Garonne . . . . .		341,345	332,065	
Landes . . . . .		302,196	300,839	
Hautes-Pyrénées . . . . .		250,934	240,179	
Gers . . . . .		307,479	484,081	
Basses-Pyrénées . . . . .		Béarn . . . . .	446,997	436,628
Haute-Garonne . . . . .			481,610	409,391
Aude . . . . .		Languedoc . . . . .	289,747	353,633
Hérault . . . . .			389,286	409,391
Tarn . . . . .			363,073	353,633
Ariège . . . . .	Foix . . . . .	267,435	251,850	
Pyrénées Orientales . . . . .	Roussillon . . . . .	181,955	181,763	
S.E.				
Rhône . . . . .	Lyonnais . . . . .	574,745	662,493	
Loire . . . . .		472,588	517,603	
Puy-de-Dôme . . . . .	Auvergne . . . . .	596,897	576,409	
Cantal . . . . .		253,329	240,523	
Haute-Loire . . . . .	Languedoc . . . . .	304,615	305,521	
Ardèche . . . . .		386,559	388,529	
Gard . . . . .		408,168	422,107	
Lozère . . . . .		144,705	137,367	
Ain . . . . .	Bourgogne . . . . .	372,939	369,767	
Isère . . . . .	Dauphiny . . . . .	603,497	577,748	
Hautes-Alpes . . . . .		132,038	125,100	
Drôme . . . . .	Venaissin . . . . .	326,846	320,684	
Vaucluse . . . . .		264,618	268,255	
Bouches-du-Rhône . . . . .		428,989	507,112	
Basses-Alpes . . . . .	Provence . . . . .	152,070	146,368	
Var . . . . .		357,967	315,526	
Corse (island) . . . . .		236,251	252,889	
Total . . . . .		35,783,059	36,713,166	
The newly annexed Departments:—				
Alpes-Maritimes . . . . .			194,578	
Savoie . . . . .			274,039	
Haute-Savoie . . . . .			267,496	
General Total . . . . .		35,783,059	37,386,313	

The following table gives the return of the population of France, resulting from the census of 1861, classed according to the importance of the 37,510 communes into which, as already stated, the country is administratively divided. It will be seen that two-thirds of these communes, each ruled by a mayor, have under one thousand inhabitants.



Rank of Commune	Number of Communes	Population	Average number of Inhabitants	On 10,000 Inhabitants of Total Population
Under 500 souls . . . . .	16,547	5,058,448	306	13.53
From 500 „ to 1,000 souls .	11,757	8,288,110	705	22.17
„ 1,000 „ „ 5,000 „ .	8,727	15,330,389	1,757	41.00
„ 5,000 „ „ 10,000 „ .	298	1,981,816	6,650	5.30
„ 10,000 „ „ 20,000 „ .	111	1,488,437	13,409	3.98
„ 20,000 „ „ 50,000 „ .	49	1,503,641	30,686	4.02
„ 50,000 „ „ 100,000 „ .	13	835,538	64,272	2.24
Above 100,000 . . . . .	7	1,203,793	171,970	3.22
Paris . . . . .	1	1,696,141	1,696,141	4.54
Total .	37,510	37,386,313	997	100.00

According to the census of 1861, these 37,510 communes contained 7,632,938 houses, classed as follows:—

Houses having only a ground floor . . . . .	4,573,424
Ditto, a ground floor and one story . . . . .	2,299,267
Ditto ditto and two stories . . . . .	560,682
Ditto ditto and three stories . . . . .	138,436
Ditto ditto and four stories . . . . .	34,931
Ditto ditto and more than four stories . . . . .	26,198
Total . . . . .	7,632,938

Of the above, 19.45 per cent. are composed of houses roofed with thatch or shingles, and the remaining 80.55 per cent. are roofed with tiles, slates, or zinc. In 1856, the proportion of thatched dwellings was still above 20 per cent., so that some increase of affluence is perceptible. Comparing the number of houses to that of population, there is an average of 4.90 inhabitants per house; but this result varies according to the departments. The two departments of Seine and Eure, which represent the two extremes, give respectively an average of 23.96 and 3.35.

Among the other points treated by the census of 1861, there are several which are worthy of notice, especially the returns referring to origin and nationality. It appears that of the 37,400,000 souls of which the French population was composed in 1861, it was reckoned that 497,091 were foreigners, of whom 285,953 were males, and 211,138 females. More than two-fifths of these, or 204,139, were Belgians; next in number were the Germans, 84,958; Italians, 76,539; Spaniards, 35,028; Swiss, 34,749; English, 25,711 (of whom 14,404 females); Poles, 7,357, and Americans, 5,020: the remainder was made up of a number of other nationalities. To the total above mentioned must be added 9,290 persons whose nationality was not ascertained, and 15,259 foreigners naturalised in France. There then remains a total of

36,864,678 souls to represent the purely French population of the empire. Of this total there were but 3,883,579 inhabitants who were domiciled in departments where they were not born; the other 33,000,000, or more than 88 per cent. of the whole, were established in their native departments. This is an additional proof how much the natives of France like to stay at home, and how averse they are to emigration even in their own country. But a Frenchman is still more averse to emigration to foreign countries. Simultaneously with the home census, the Department of Foreign Affairs caused an enumeration of French subjects settled abroad to be taken by the French diplomatic and consular agents. The total of these only amounted to 316,582 persons, distributed as follows in the four quarters of the globe:—

In Europe . . . . .	French 124,763	In Africa . . . . .	French 14,488
„ North America . . . . .	113,043	„ Asia . . . . .	3,080
„ South America . . . . .	58,535		

In Europe, the country which contains the greatest number of French settlers is Switzerland, where there are 45,000; while in Belgium there are 35,000; in England, 13,000; in Spain, 10,642, and in Prussia, 5,000 natives of France.

### CHAPTER III.

#### Occupations of the People.

THE classification of the people according to their professions or social position is an important feature in the official census returns. The table which follows gives not only the persons exercising any particular trade or profession, but also those dependent upon them, i. e. the heads of families with their wives and children, according to the census of 1861:—

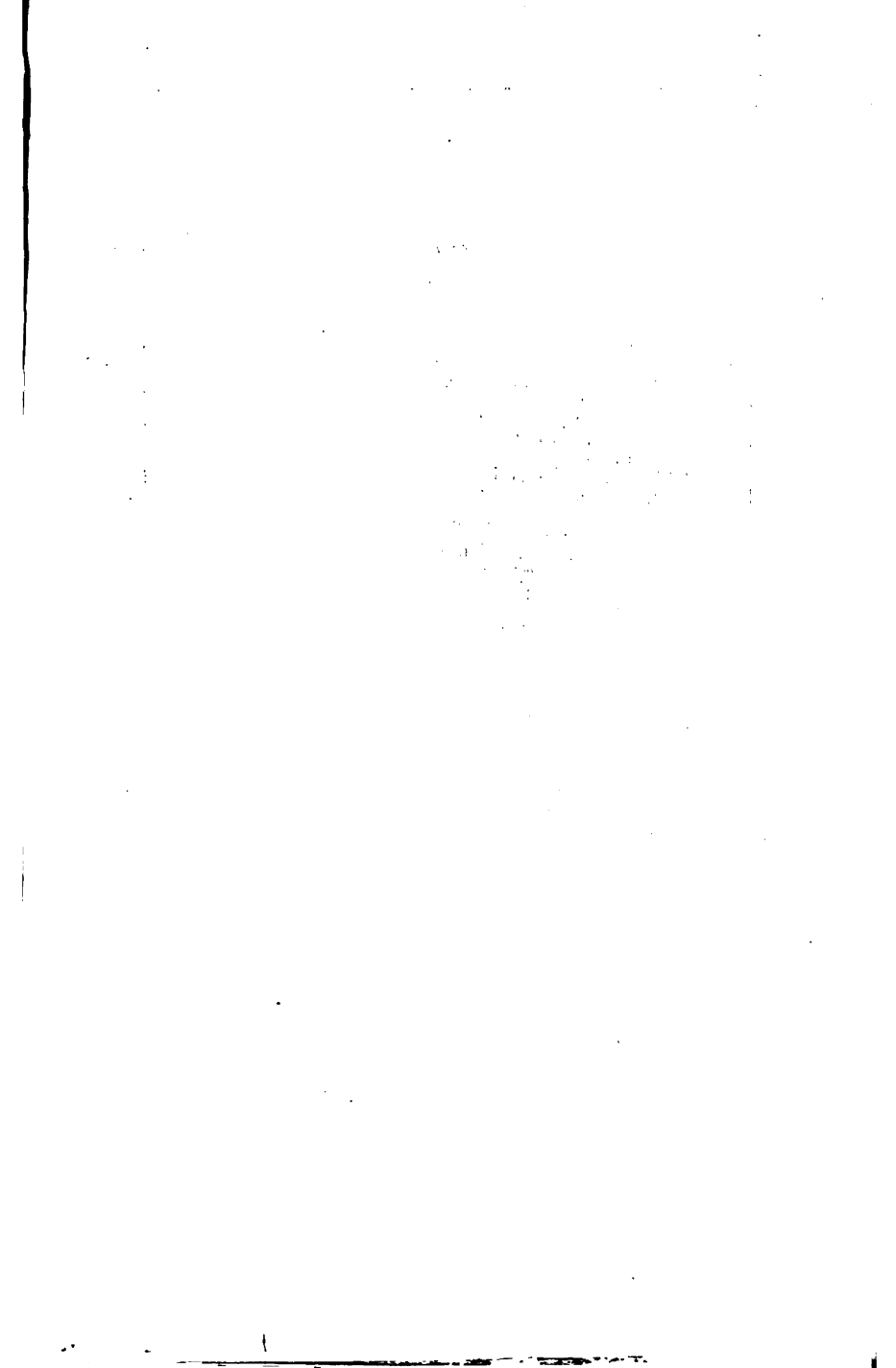
Class or Employment of Population	Males	Females	Total
Agriculture . . . . .	9,918,838	9,954,655	19,873,493
Manufactures and Industry . . . . .	5,524,880	5,475,147	11,000,027
Commerce . . . . .	746,219	792,657	1,537,876
Various professions connected with the above three . . . . .	78,433	69,733	148,166
Other employments . . . . .	77,957	95,404	173,361
Liberal professions . . . . .	960,601	589,398	1,549,999
Clergy . . . . .	79,584	124,893	204,477
Professions not specified . . . . .	1,259,764	1,639,150	2,898,914
Total . . . . .	18,645,276	18,741,037	37,386,313

It appears from this return that the agricultural population occupies the first place, absorbing, as it does, 53·15 per cent. of the whole. Next in order are the manufacturing and industrial population, amounting to 29·42 per cent.; the liberal professions, amounting to 4·15 per cent.; the commercial population, of 4·11 per cent.; miscellaneous employments, of 0·9 per cent.; and the clergy amounting to only 0·5 per cent. The rest of the population are composed of persons whose means are not specified. Two elements of the above return—agriculture and manufacture—which together embrace about 83 per cent. of the whole population of France, require to be considered more in detail. In the first place there is the classification of the agricultural population, as follows:—

Agricultural Population	Males	Females	Total
Proprietors cultivating their own estates and inhabiting them	4,530,478	4,557,534	9,088,012
Proprietors whose estates are managed by stewards or agents	118,373	104,027	222,400
Farmers paying a yearly rent	1,568,260	1,495,520	3,063,780
Tenants paying a fixed portion of the produce of the land	747,550	732,343	1,479,893
Day-labourers and labourers	2,609,802	2,743,497	5,353,299
Wood-cutters and charcoal-burners	151,367	139,369	290,736
Farriers and blacksmiths	53,844	50,840	104,684
Market gardeners	20,397	17,497	37,894
Flower ditto	14,188	11,787	25,975
Land surveyors	8,168	7,094	15,262
Other agricultural employments	96,411	95,147	191,558
Total	9,918,838	9,954,655	19,873,493

It is evident from these figures that France is an eminently agricultural country, inasmuch as considerably more than half its total population derives its subsistence from agricultural employments, while in England the proportion at the present time does not exceed one quarter, and on the Continent generally fluctuates between 30 and 40 per cent. It is also worthy of remark that more than half of the French families living by agriculture are composed of the landowners who live on their property and cultivate their ground themselves. Absenteeism has not made much progress in France, at least not among the landowners; it is rather to be found among the agricultural labourers, who, being attracted by higher wages and a life of greater amusement, desert the country for the towns, and thus produce the result before mentioned, the diminution of the rural population.

The above list of the agricultural population of 10,000,000



## PART II.

### NATURAL RESOURCES and PRODUCTIONS.

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#### CHAPTER I.

#### Agricultural Productions.

##### *A. Corn and Vegetables.*

WHEAT is the most important of all the agricultural productions of France. The following table, compiled from official returns—most accurate as regards agricultural statistics—shows the extent of land under wheat, the quantities of wheat harvested, the average produce per hectare, and the average price per hectolitre in each of the fifteen years 1850–1865 :—

Years	Extent of Land under Wheat	Quantities of Wheat produced	Produce per Hectare	Average Price per Hectolitre	
			hectolitres	francs	centimes
	hectares	hectolitres	hectolitres		
1850	5,951,384	87,986,788	14·78	14	33
1851	5,999,376	85,986,232	14·33	14	63
1852	6,090,049	86,065,386	14·13	17	49
1853	6,210,605	63,709,638	10·26	23	59
1854	6,408,238	97,194,271	15·17	29	9
1855	6,419,330	72,936,726	11·36	29	37
1856	6,488,236	85,308,953	13·19	30	22
1857	6,593,530	110,426,462	16·75	23	83
1858	6,639,688	109,989,747	16·56	16	44
1859	6,709,278	87,545,960	13·05	16	69
1860	6,711,298	101,573,625	15·13	20	41
1861	6,754,227	76,116,287	11·20	24	25
1862	6,881,613	92,292,224	14·43	23	24
1863	6,918,768	116,781,794	16·88	19	78
1864	6,889,073	111,274,018	16·15	17	58
1865	6,891,440	95,431,028	13·85	16	41

In the following table the total produce of the other grain crops is given, together with that of wheat, in each of the four years 1862-65. As in the preceding statement, the quantities are expressed in hectolitres:—

	1862	1863	1864	1865
Wheat . . . . .	99,292,224	116,781,794	111,274,018	95,431,028
Meslin . . . . .	9,694,131	10,040,227	9,497,698	9,125,875
Rye . . . . .	26,877,269	29,554,776	28,436,283	26,938,731
Barley . . . . .	21,975,879	21,509,591	22,555,854	21,539,250
Oats . . . . .	82,848,269	76,478,361	79,589,551	78,980,271
Maize . . . . .	9,379,187	10,064,273	7,760,684	9,357,381
Buckwheat . . . . .	11,821,989	9,263,733	8,838,221	8,391,575
Vegetables . . . . .	4,437,781	4,183,774	4,081,312	4,035,839

The subjoined table exhibits the quantities of agricultural produce raised in each of the three years 1859-61, before the annexation of the three new departments taken from Italy, thus allowing comparisons as to the effect of the increase of territory and population upon the production of food. The figures express hectolitres as before:—

	1859	1860	1861
Wheat . . . . .	87,545,960	101,573,625	75,116,287
Meslin . . . . .	7,880,753	8,646,642	6,791,282
Rye . . . . .	25,488,150	27,191,237	24,009,113
Barley . . . . .	16,772,468	19,739,823	20,096,529
Oats . . . . .	64,477,552	72,095,152	70,301,208
Maize . . . . .	9,687,415	10,258,731	9,162,789
Buckwheat . . . . .	10,760,736	10,298,121	10,149,107
Vegetables . . . . .	3,696,297	4,000,164	3,801,621

The extent of land in hectares and English acres, under the several kinds of grain and miscellaneous crops, compared with the pasture, woodlands, &c., was as follows in the spring of 1866:—

	Hectares	Acres
<i>Grain</i>		
Wheat . . . . .	6,984,772	17,461,930
Meslin . . . . .	572,985	1,432,462
Rye . . . . .	2,193,230	5,483,075
Barley . . . . .	1,040,831	2,602,077
Oats . . . . .	3,262,605	8,156,513
Maize . . . . .	601,997	1,504,993
Buckwheat (sarrasin) . . . . .	709,128	1,772,820

	Hectares	Acres
<i>Miscellaneous Crops</i>		
Potatoes . . . . .	829,292	2,073,243
Beetroot . . . . .	111,360	278,400
Carrots, cabbages, &c. . . . .	249,043	622,608
Haricots, peas, lentils, &c. . . . .	456,612	1,141,530
Oleaginous seeds . . . . .	250,019	625,048
Hemp . . . . .	125,357	313,393
Flax . . . . .	80,336	200,840
Hops . . . . .	8,865	22,162
Gardens . . . . .	65,197	162,993
Other kinds . . . . .	94,056	235,140
<i>Pasture Land</i>		
Meadows, permanent . . . . .	5,057,232	12,643,080
"    cultivated . . . . .	2,563,490	6,408,725
Pastures . . . . .	6,579,983	16,449,957
Fallow . . . . .	5,705,017	14,262,543
Vineyards . . . . .	2,190,909	5,477,272
Cultivated trees . . . . .	990,078	2,475,195
Woods and forests . . . . .	11,996,496	29,991,240
Total of land cultivated . . . . .	53,028,176	132,570,440

The following table shows the average produce, per hectare, of the chief kinds of grain, vegetables, &c., in hectolitres and Imperial bushels, during the ten years 1856-65 :—

	Hectolitres	Imperial Bushels
Wheat . . . . .	13·64	15·0
Meslin . . . . .	14·26	15·68
Rye . . . . .	11·51	12·66
Barley . . . . .	16·46	18·10
Oats . . . . .	18·91	20·80
Maize . . . . .	13·85	15·23
Buckwheat . . . . .	14·82	16·30
Potatoes . . . . .	69·87	76·85
Beetroot . . . . .	289·59	tons per acre 11·58
Carrots and cabbages . . . . .	186·26	7·45
Haricots, peas, vetches, lentils, &c. . . . .	13·58	14·94
Oleaginous seeds . . . . .	14·10	15·51
Hemp seed . . . . .	7·34	8·0
"    fibre . . . . .	512·0	lbs. avoird. 450·0
Flax seed . . . . .	6·76	7·43
"    fibre . . . . .	419·0	lbs. avoird. 368·0
Hops . . . . .	kilog. 319·0	cwts. 2½

The subjoined statement gives the average price in French and English money, and per hectolitre and Imperial quarter, of the chief kinds of grain, vegetables, &c., and the productions derived therefrom, in the ten years 1856-65 :—

	Per Hectol.	Per Imp. Quarter
	frs. cts.	s. d.
Wheat . . . . .	16 44	38 3
Meslin . . . . .	13. 21.	30 9
Rye . . . . .	11 07	25 9
Barley . . . . .	8 58	19 11
Oats . . . . .	5 91	13 9
Maize . . . . .	9 12	21 2
Buckwheat . . . . .	6 96	16 2
Potatoes . . . . .	3 43	per bushel 0 11 $\frac{7}{8}$
Beetroot . . . . .	per quint. 1 77	per ton 14 2
Haricots, peas, lentils, vetches, &c. . . . .	per hectol. 15 41	per imp. quarter 35 10
Oleaginous seeds . . . . .	20 21	47 0
Hemp seed . . . . .	13 95	32 5
„ fibre . . . . .	per quint. 77 38	per cwt. 31 0
Flax seed . . . . .	per hectol. 19 38	per imp. quarter 45 1
„ fibre . . . . .	per quint. 94 37	per cwt. 37 8
Wine . . . . .	per hectol. 12 37	per imp. gallon 0 5.40
Brandy . . . . .	—	—
Cider . . . . .	5 34	0 2.33
Beer, strong . . . . .	16 39	0 7.15
„ small . . . . .	7 34	0 3.20
Olive oil . . . . .	116 74	4 2.94

The numbers of live stock in each of the years 1851 and 1861 were as follows :—

	1851	1861
Horses :—		
Stallions and geldings . . . . .	1,271,630	654,218
Mares . . . . .	1,194,231	1,402,055
Colts . . . . .	352,635	809,781
Total . . . . .	2,818,496	2,866,054
Mules . . . . .	373,841	315,831
Asses . . . . .	413,519	380,180



	1851	1861
<b>Cattle:—</b>		
Bulls . . . . .	399,026	289,097
Oxen . . . . .	1,968,838	1,861,362
Cows . . . . .	5,501,825	5,781,465
Calves . . . . .	2,066,849	2,161,813
<b>Total</b> . . . . .	<b>9,936,538</b>	<b>10,093,737</b>
<b>Sheep:—</b>		
Rams . . . . .	575,715	452,575
Wethers . . . . .	9,462,180	9,613,446
Ewes . . . . .	14,804,946	14,496,015
Lambs . . . . .	7,308,589	8,719,566
<b>Total</b> . . . . .	<b>32,151,430</b>	<b>33,281,592</b>
Goats . . . . .	964,300	1,337,940
Swine . . . . .	4,910,721	5,246,403

### B. Wine.

Scarcely inferior to the production of food for the national welfare is that of wine. The following table gives the official returns of the quantities of wine produced in each of the years 1850 to 1865, exclusive of the amount of wine consumed on the spot by the growers, which the government estimates at forty per cent. of the whole, or of two-fifths of the harvest:—

Years	Hectolitres	Years	Hectolitres
1850 . . . . .	45,266,000	1858 . . . . .	53,919,000
1851 . . . . .	39,429,000	1859 . . . . .	29,891,000
1852 . . . . .	28,636,000	1860 . . . . .	39,558,000
1853 . . . . .	22,662,000	1861 . . . . .	29,738,000
1854 . . . . .	10,824,000	1862 . . . . .	37,109,836
1855 . . . . .	15,175,000	1863 . . . . .	51,371,875
1856 . . . . .	21,294,000	1864 . . . . .	50,653,422
1857 . . . . .	35,410,000	1865 . . . . .	68,942,931

The subjoined statement shows the quantities of wine consumed in France, having paid duty to the government, as well as the quantities converted into brandy and other alcoholic liquors, and into vinegar, in each of the years 1858-64:—

Years	Quantities on which Duty was paid	Quantities converted into Brandy, &c.	Quantities converted into Vinegar, &c.
	hectolitres	hectolitres	hectolitres
1858	18,569,000	6,799,000	226,000
1859	21,592,000	8,794,000	252,000
1860	17,053,000	1,325,000	193,000
1861	18,534,919	4,685,000	211,000
1862	20,617,347	2,934,470	241,187
1863	22,339,108	4,139,185	279,655
1864	22,638,688	5,301,102	316,323

As stated in a preceding table, there are 2,190,909 hectares, or 4,477,272 acres under vine, throughout the whole of France. Leaving out of account the three newly-annexed departments, of which no detailed returns have yet been published, seventy-five out of the remaining eighty-six departments are possessed of vineyards, the total produce of which, on a long average of years, amounts to about 45,000,000 of hectolitres a year, or little more than 27 hectolitres per hectare. The subjoined table gives the names of the seventy-five wine-growing departments, in alphabetical order, together with the extent of land in each department planted with vines, the average quantity produced per annum, and the average produce per hectare :—

Departments	Extent of Vineyards	Average Produce of Wine	Average Produce per Hectare
	hectares	hectolitres	hectolitres
Ain . . . . .	18,992	626,736	32
Aisne . . . . .	7,897	284,302	36
Allier . . . . .	14,960	430,100	28
Alpes (Basses-) . . . . .	5,631	92,911	16
Alpes (Hautes-) . . . . .	4,750	95,000	20
Ardèche . . . . .	24,406	610,160	25
Ardennes . . . . .	1,828	96,884	53
Arriège . . . . .	7,232	108,480	15
Aube . . . . .	16,084	651,402	40
Aude . . . . .	61,079	664,027	13
Aveyron . . . . .	13,957	297,856	22
Bouches-du-Rhône . . . . .	37,867	530,138	14
Cantal . . . . .	388	11,640	30
Charente . . . . .	112,640	1,745,920	15
Charente-Inférieure . . . . .	105,000	2,992,500	28
Cher . . . . .	11,694	284,544	24
Corrèze . . . . .	13,893	201,448	14
Creuse . . . . .	11,908	291,746	24
Côte d'Or . . . . .	20,548	519,522	25
Dordogne . . . . .	70,000	700,000	10
Doubs . . . . .	8,500	233,750	27
Drôme . . . . .	24,371	316,823	13
Eure . . . . .	1,679	29,628	18
Eure-et-Loire . . . . .	3,318	262,122	79
Gard . . . . .	69,525	1,181,925	17
Garonne (Haute-) . . . . .	54,000	486,000	9
Gers . . . . .	80,000	1,120,000	14
Gironde . . . . .	140,000	2,800,000	20
Hérault . . . . .	124,800	2,766,285	22
Ille-et-Vilaine . . . . .	145	4,350	30
Indre . . . . .	18,000	333,000	18
Indre-et-Loire . . . . .	37,657	753,140	20
Isère . . . . .	10,956	393,320	36
Jura . . . . .	17,041	602,115	35

Departments .	Extent of Vine- yards	Average Produce of Wine	Average Produce per Hectare
	hectares	hectolitres	hectolitres
Landes . . . . .	19,230	365,370	19
Loire-et-Cher . . . . .	22,854	959,868	42
Loire . . . . .	13,556	135,560	10
Loire (Haute-) . . . . .	5,184	88,128	17
Loire (Inférieure) . . . . .	35,000	1,610,000	46
Loiret . . . . .	36,340	1,526,280	42
Lot . . . . .	44,500	467,250	10
Lot-et-Garonne . . . . .	71,000	1,029,500	14
Lozère . . . . .	1,928	53,502	27
Maine-et-Loire . . . . .	31,790	540,430	17
Marne . . . . .	19,589	901,094	46
Marne (Haute-) . . . . .	14,936	712,318	47
Mayenne . . . . .	780	8,580	11
Meurthe . . . . .	15,990	975,390	61
Meuse . . . . .	12,746	641,548	50
Moselle . . . . .	5,301	315,359	59
Nièvre . . . . .	9,897	341,343	35
Oise . . . . .	2,525	81,641	32
Puy de Dome . . . . .	21,160	465,520	22
Pyrénées (Basses-) . . . . .	23,175	428,737	18
Pyrénées (Hautes-) . . . . .	15,297	367,128	24
Pyrénées Orientales . . . . .	39,526	355,734	9
Rhin (Bas-) . . . . .	13,019	650,950	50
Rhin (Haute-) . . . . .	12,572	733,366	58
Rhône . . . . .	30,452	837,430	27
Saone (Haute-) . . . . .	13,850	533,225	26
Saone-et-Loire . . . . .	38,872	1,020,390	38
Sarthe . . . . .	10,453	148,955	14
Seine . . . . .	3,017	150,850	50
Seine-et-Marne . . . . .	12,970	562,033	43
Seine-et-Oise . . . . .	13,331	549,237	41
Sèvres (Deux) . . . . .	20,150	327,437	16
Tarn . . . . .	30,594	336,534	11
Tarn-et-Garonne . . . . .	40,000	480,000	12
Var . . . . .	50,726	1,014,520	20
Vaucluse . . . . .	37,000	230,700	6
Vendée . . . . .	16,471	263,536	16
Vienne . . . . .	28,491	758,257	27
Vienne (Haute-) . . . . .	9,643	183,217	19
Vosges . . . . .	4,246	166,443	39
Yonne . . . . .	37,212	1,116,360	30
Total . . . . .	2,026,119	44,951,484	27 $\frac{14}{106}$

The figures of the preceding table do not include the amount of wine consumed on the spot by the growers, and which, as already stated, is supposed to amount to about 40 per cent. of the whole.

*C. Silk.*

Raw silk was formerly among the most important productions of France, but the amount raised has greatly declined in recent years. The following table shows in round numbers the quantities of silk cocoons produced in the course of the twenty years from 1846 to 1865 :—

Years	Kilogrammes	Years	Kilogrammes
1846-52 (annual mean)	24,250,000	1859 . . . . .	9,000,000
1853 . . . . .	26,000,000	1860 . . . . .	8,000,000
1854 . . . . .	21,500,000	1861 . . . . .	5,800,000
1855 . . . . .	19,800,000	1862 . . . . .	5,800,000
1856 . . . . .	7,500,000	1863 . . . . .	6,500,000
1857 . . . . .	7,500,000	1864 . . . . .	6,000,000
1858 . . . . .	9,000,000	1865 . . . . .	5,500,000

Nearly the whole of the silk cocoons are raised in twelve departments, the produce of which, in each of the years 1864 and 1865, was as follows :—

Departments	1864	1865
	kilogrammes	kilogrammes
Aire . . . . .	2,700	5,650
Allier . . . . .	3,000	2,860
Ardèche . . . . .	698,400	1,233,000
Bouches du Rhône . . . . .	586,000	393,110
Drôme . . . . .	622,246	676,610
Gard . . . . .	1,260,000	770,000
Hérault . . . . .	517,000	218,000
Isère . . . . .	180,000	832,000
Loire . . . . .	31,000	16,000
Var . . . . .	176,040	94,500
Vaucluse . . . . .	1,680,000	991,000
Indre et Loire . . . . .	30,000	16,000
Total . . . . .	5,786,386	5,248,730

If the growth of France in raw silk be estimated at 3,000,000 lbs., the quantity of cocoons may be calculated at about 36,000,000 lbs. It is found that 16 lbs. of mulberry leaves are consumed for the production of 1 lb. of cocoons, so that the annual produce of France must be 576,000,000 lbs. of leaves ; and giving to each tree an average annual produce of 80 lbs., the number of mulberry trees must be above seven millions.

One ounce of eggs will, on an average, produce 100 lbs. of cocoons. An ounce of eggs is calculated to give at least 30,000 worms. The quantity of silk-worms annually reared in France cannot therefore be less than 10,800,000,000.

## CHAPTER II.

**Mineral Productions.***A. Coal.*

THE production of coal in France has nearly trebled in the last sixteen years. The following statement gives, after official returns, the quantities of coal, in metrical tons, raised in each of the years 1850-1865, as well as the price per ton at the place of production :—

Years	Quantities raised	Price per metr. ton	Years	Quantities raised	Price per metr. ton
	metrical tons	francs cents		metrical tons	francs cents
1850	4,434,000	9 50	1858	7,353,000	12 46
1851	4,485,000		1859	7,483,000	12 69
1852	4,904,000	9 53	1860	8,039,000	12 40
1853	5,938,000	10 05	1861	8,400,000	12 10
1854	6,827,000	10 96	1862	9,400,000	11 40
1855	7,453,000	12 17	1863	10,000,000	11 78
1856	7,926,000	12 87	1864	11,100,000	11 40
1857	7,902,000	12 60	1865	11,300,000	11 50

The following table shows the productiveness of the various coal-fields of France, in metrical quintals—each equivalent, as nearly as possible, to 2 cwt.—in the year 1863 :—

Names of Coalfields	Quantities raised	Names of Coalfields	Quantities raised
	met. quintals		met. quintals
Valenciennes . . .	29,547,972	Vouvant and Chan-	
Loire . . . . .	28,133,820	tonnay . . . . .	509,963
Alais . . . . .	11,862,350	Ste. Foy l'Argentière .	268,802
Commentry Doyet . .	7,176,263	St. Eloy . . . . .	250,000
Creusot and Blanzay .	6,152,100	Buxière-la-Trieux . .	237,308
Aubin . . . . .	5,721,438	Hardinghen . . . . .	204,823
Aix . . . . .	1,908,165	Berte . . . . .	203,941
Ronchamp . . . . .	1,693,418	Fins . . . . .	193,637
Brassac . . . . .	1,618,619	St. Pierre la Cour . .	165,697
Epinac . . . . .	1,526,690	Littry . . . . .	162,070
Graisessac . . . . .	1,495,800	Bagnols . . . . .	158,297
Carmaux . . . . .	1,359,360	La Chapelle sur Dun .	152,500
La Sarre . . . . .	1,252,130	Maurienne, Taren-	
Le Maine . . . . .	1,058,772	taise, and Briançon	139,613
Base-Loire . . . . .	1,033,687	Rodez . . . . .	111,686
Decize . . . . .	900,675	Manosque . . . . .	98,124
Le Drac . . . . .	760,688	Ganhénans . . . . .	93,194

Names of Coalfields	Quantities raised	Names of Coalfields	Quantities raised
	met. quintals		met. quintals
Ahun . . . . .	87,434	Champagnac . . . . .	12,000
Bouxwiller . . . . .	86,615	Ville . . . . .	12,000
Roanne . . . . .	69,974	Oisans . . . . .	11,523
Etrevernes . . . . .	67,243	Barjac . . . . .	10,970
Fréjus . . . . .	60,650	Orignac . . . . .	9,500
Langeac . . . . .	54,939	St. Perdoux . . . . .	8,300
La Tour du Pin . . . . .	54,405	Méthamis . . . . .	7,841
La Cannelle . . . . .	50,696	Trévezel . . . . .	6,170
Bourganeuf . . . . .	43,454	La Cadière . . . . .	6,000
Terrasson . . . . .	40,774	Forges . . . . .	5,300
Orange . . . . .	40,697	Gémouval . . . . .	4,623
Milhan . . . . .	37,389	Célas . . . . .	3,620
Norroy . . . . .	22,048	Argentat . . . . .	2,900
Aubenas . . . . .	20,121	Chambéry . . . . .	2,183
Vagnas . . . . .	18,791	St. Hippolyte . . . . .	2,135
Meimac . . . . .	18,390	Banc Rouge . . . . .	1,810
Bourg Lastic . . . . .	17,940	Hantely . . . . .	1,600
Montélimart . . . . .	16,452	Lobsann . . . . .	650
Douvres . . . . .	15,180		
Simeyrols . . . . .	12,667	Total . . . . .	107,096,586

The following table exhibits, in round figures, the increase in the consumption of coal in France since the year 1789. The quantities are given in English tons:—

	Consumption of Coal in France	Of which were Imported		Consumption of Coal in France	Of which were Imported
	tons	tons		tons	tons
1789	500,000	220,000	1852	7,900,000	3,000,000
1811	773,000	—	1860	13,600,000	5,000,000
1830	2,400,000	600,000	1862	14,600,000	5,200,000
1840	4,290,000	1,290,000	1863	15,200,000	5,200,000
1845	6,200,000	2,200,000	1865	15,500,000	5,300,000

It will be seen that of the 15,500,000 tons of coal annually consumed in France, full two-thirds—valued at about 4,712,000*l.*—are produced in the country.

The coal mines of France employ near sixty thousand persons. The number was 40,958 in 1853; 55,322 in 1855; 56,035 in 1858; and 59,980 in 1865.

### B. Iron.

The following table shows the quantities, in metrical tons, of cast iron and of puddled iron, produced in each of the years 1850 to .

1865, as well as the price per metrical ton, whether smelted by wood or by other fuel, during the same period :—

Years	Cast Iron	Puddled Iron	Cast Iron				Puddled Iron			
			Smelted by Wood		Smelted by other Fuel		Smelted by Wood		Smelted by other Fuel	
			met. tons	francs cents	met. tons	francs cents	met. tons	francs cents	met. tons	francs cents
1850	406,000	246,000	127	0	108	0	369	0	253	0
1851	446,000	254,000	136	0	105	0	370	0	266	0
1852	523,000	302,000	147	0	113	0	423	0	270	0
1853	661,000	451,000	174	0	126	30	434	60	302	10
1854	771,000	511,000	182	60	133	80	442	0	322	90
1855	849,000	557,000	187	40	147	0	465	60	346	60
1856	923,000	569,000	191	30	140	60	465	50	336	20
1857	992,000	560,000	178	40	131	50	451	0	322	90
1858	872,000	530,000	156	90	117	30	432	50	288	30
1859	856,000	520,000	147	30	112	10	424	0	274	10
1860	880,000	559,000	152	35	111	20	407	80	264	75
1861	888,000	573,000	157	40	109	30	391	60	255	40
1862	1,053,000	705,000	171	0	112	50	420	10	243	40
1863	1,180,000	706,000	167	90	106	70	417	70	255	0
1864	1,212,000	793,000	156	80	104	10	424	40	240	50
1865	1,168,000	822,000	145	50	100	70	404	20	234	0

The consumption of iron in France is much less than that in England, in proportion to the population. The consumption of cast iron in England in the year 1863, with a population of 26,800,000 souls, is set down at 4,357,000 tons, or about 230 lbs. weight a head; while France, with a population of 37,500,000, consumed only 70 lbs., or one-third of the consumption in England. The consumption in France is rapidly increasing, in consequence of the number of new buildings in progress. Ten years ago almost all the railway bridges were built of stone, in consequence of the high price of iron. At present similar works may be constructed at a less cost in iron than in stone. The production of iron in France has latterly become greater than the consumption.

It appears from returns prepared by the committee of ironmasters, that in 1863 there were 1,856 tons of Bessemer steel manufactured in France, in 1864 6,750 tons, and in 1865 9,751 tons.

### C. Salt.

The following statement gives the quantities, in metrical tons, of salt produced in France, distinguishing that derived from the salt marshes, or *marais salans*, on the coast of the Mediterranean and on-

the Atlantic, and that produced from salt springs, or *salines*, in each of the sixteen years 1850 to 1865 :—

Years	Produce of Marais Salans		Produce of Salines	Total
	Mediterranean Coast	Atlantic Coast		
	metrical tons	metrical tons	metrical tons	metrical tons
1850	267,000	224,000	70,000	561,000
1851	268,000	219,000	73,000	560,000
1852	270,000	217,000	73,000	560,000
1853	250,000	217,000	77,000	544,000
1854	272,000	217,000	90,000	579,000
1855	282,000	222,000	84,000	588,000
1856	238,000	180,000	89,000	507,000
1857	229,000	190,000	99,000	518,000
1858	255,000	244,000	110,000	609,000
1859	341,000	232,000	115,000	688,000
1860	320,000	172,000	122,000	614,000
1861	295,000	192,000	143,000	630,000
1862	310,000	146,000	175,000	631,000
1863	184,000	312,000	164,000	660,000
1864	311,000	350,000	166,000	827,000
1865	202,000	148,000	179,000	529,000

About 33,000 persons are employed in the saltworks of France. The number was 21,193 in 1853; 22,168 in 1855; 32,098 in 1858; and 33,131 in 1865.

There is a rather high tax upon salt—10 francs per metrical quintal—and to collect the duty, the saltworks are under strict fiscal supervision. The consumption of salt, which amounted in 1830 to 7 kilogrammes, had risen, in 1865, to 10 kilogrammes for each individual of the total population of France.



PART III.  
**TRADE AND COMMERCE.**

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CHAPTER I.

**Imports.**

*A. Principal Imports in 1864 and 1865.*

THE declared value of the goods imported into France for home consumption during each of the two years 1864 and 1865, amounted to nearly 2,500 millions of francs, or 100 millions pounds sterling. About one-half of this sum represented raw material for manufactures, principally cotton, silk, wool, timber, and hides, while the other half was made up of food, manufactured articles, and general merchandise. The following table exhibits the principal articles of importation—33 in number—the value of each of which, in the year 1865, amounted to not less than 12,500,000 francs, or half a million pounds sterling. In order to show at a glance the relative importance of these principal supplies obtained by France from foreign countries, the articles imported are arranged according to their value in the year 1865, the list commencing with the highest, and ending with the lowest figures. The values are given in thousands of francs, so that, in simply multiplying by 40, an estimate of the same may be obtained in English money. For further purposes of comparison, the imports of the year 1864 are given, together with those of 1865. The table has been compiled from the official custom-house returns, or *Documents Statistiques réunis par l'Administration des Douanes* (Paris: *l'Administration du 'Moniteur Universel,'* 1866):—

PRINCIPAL ARTICLES IMPORTED INTO FRANCE, FOR HOME CONSUMPTION, IN  
EACH OF THE YEARS 1864 AND 1865.

Articles	1864	1865
	Value in thousand francs	Value in thousand francs
Raw cotton— <i>coton</i> . . . . .	344,189	411,373
Raw and floss silk— <i>soie et bourre de soie</i>	285,844	297,012
Wool— <i>laines</i> . . . . .	220,851	254,424
Sugar— <i>sucres</i> . . . . .	121,625	133,536
Coal— <i>houilles</i> . . . . .	115,216	127,161
Timber— <i>bois à construire</i> . . . . .	106,634	115,721
Hides— <i>peaux brutes</i> . . . . .	102,781	103,562
Coffee— <i>café</i> . . . . .	83,370	69,236
Cattle— <i>bestiaux</i> . . . . .	77,256	76,236
Flax— <i>lin</i> . . . . .	52,997	75,077
Oleaginous seeds— <i>graines oléagineuses</i>	59,830	62,450
Copper— <i>cuivre</i> . . . . .	46,615	41,331
Cod-fish— <i>morues</i> . . . . .	40,487	38,651
Textile woollen fabrics— <i>tissus de laines</i> . . . . .	31,969	38,558
Olive oil— <i>huile d'olive</i> . . . . .	29,277	36,939
Goldsmith's ashes and refuse— <i>condres et regrets d'orfèvres</i> . . . . .	37,434	35,962
Seeds for sowing— <i>graines à ensemençer</i>	21,500	35,543
Staves— <i>merrains</i> . . . . .	18,241	26,341
Straw plait— <i>nattes tressées</i> . . . . .	22,851	25,131
Grease— <i>graisses</i> . . . . .	37,885	24,497
Oleaginous fruit— <i>fruits oléagineux</i> . . . . .	18,366	22,414
Indigo— <i>indigo</i> . . . . .	18,834	21,645
Cheese and butter— <i>fromage et beurre</i>	15,660	19,340
Tobacco in leaves— <i>tabac en feuilles</i> . . . . .	20,641	19,116
Fruit for eating— <i>fruits de table</i> . . . . .	15,524	18,587
Lead— <i>plomb</i> . . . . .	9,667	18,245
Guano and other manure— <i>guano et autres engrais</i> . . . . .	25,110	18,120
Hemp— <i>chanvre</i> . . . . .	8,440	17,669
Corn and flour— <i>grains et farines</i> . . . . .	23,148	17,059
Zinc— <i>zinc</i> . . . . .	14,099	15,889
Textile linen and hempen fabrics— <i>tissus de lin et de chanvre</i> . . . . .	14,311	14,405
Linen and hempen yarn— <i>fil de lin et de chanvre</i> . . . . .	5,105	14,277
Woollen yarn— <i>fil de laine</i> . . . . .	11,497	12,972

The total value of the imports—except bullion and specie—which entered France, for home consumption, amounted to 2,528,150,443 francs, or 101,126,018*l.* in the year 1864, and to 2,782,335,351 francs, or 111,293,414*l.* in the year 1865.

B. *Quantities and Value of Imports for Home Consumption.*

The following table gives the quantities and value of all the articles imported into France, and entered for home consumption, in the year 1864, the whole classified according to the official returns of the French Government (*Commerce de la France*; Paris, 1866):—

Imports	Quantities	Value
<i>Animals</i>		
Horses:—	number	francs
Stallions . . . . .	1,087	1,163,090
Geldings . . . . .	7,774	6,295,060
Mares . . . . .	2,441	1,903,980
Colts . . . . .	2,891	1,199,765
Oxen, bulls, &c. . . . .	52,698	20,413,580
Cows . . . . .	74,875	19,467,500
Heifers . . . . .	5,106	714,840
Calves . . . . .	47,181	2,594,955
Sheep and lambs . . . . .	783,998	26,470,780
Swine . . . . .	66,025	5,612,125
Sucking pigs . . . . .	80,390	1,205,850
<i>Animal Produce</i>		
Salt Meat . . . . .	kilogrammes	
Cheese . . . . .	3,249,314	3,928,972
Butter . . . . .	5,358,499	9,492,876
Eggs . . . . .	2,061,979	6,166,856
Hides:—		
Large . . . . .	3,201,164	3,841,397
Skins:—		
Sheep in the wool . . . . .	29,748,120	46,109,586
Lambs . . . . .	5,754,922	10,071,126
Goats . . . . .	566,034	1,132,068
Other kinds . . . . .	1,194,309	13,734,554
Furs, other than rabbit or hair skins . . . . .	6,633,114	25,869,145
Wool, sheep's, &c., raw . . . . .	180,398	4,690,348
" " waste . . . . .	63,028,301	214,296,223
Hair:—		
Horse, raw . . . . .	1,721,996	6,327,869
Goats' . . . . .	1,426,551	4,992,929
Hare, rabbit, &c. . . . .	240,185	1,151,129
Bristles . . . . .	335,247	3,687,717
Silkworms' eggs . . . . .	569,472	4,150,830
Silk:—		
Cocoons . . . . .	24,545	5,522,625
Raw . . . . .	689,272	13,785,440
Thrown . . . . .	2,633,412	154,347,102
Dyed for sewing . . . . .	1,003,902	85,833,621
Floss, raw . . . . .	1,200	79,200
Carded . . . . .	1,377,444	15,771,734
Ferret, raw . . . . .	144,027	3,176,740
	379,424	12,848,187

Imports	Quantities	Value
<i>Animal Produce—continued</i>		
	number	francs
Tallow . . . . .	27,279,843	37,884,978
Guano . . . . .	68,906,900	22,394,743
Wax . . . . .	496,391	2,297,764
<i>Produce of Fisheries</i>		
Cod-fish . . . . .	27,358,481	19,424,522
Cod and mackerel roes . . . . .	4,549,183	2,502,051
Oil:—		
Whale . . . . .	1,841,576	2,209,891
Cod . . . . .	2,293,965	3,326,249
Whalebone, raw . . . . .	185,580	2,226,960
	grammes	
Pearls . . . . .	80,823	1,373,991
<i>Hard Substances for Carving</i>		
	kilogrammes	
Ivory . . . . .	173,367	2,773,872
Tortoise-shell . . . . .	54,971	1,759,072
Mother-of-pearl . . . . .	1,133,206	913,646
Horns, rough . . . . .	2,710,551	1,897,385
<i>Farinaceous Food</i>		
	quintaux métriques	
Wheat . . . . .	561,201	12,346,422
" flour . . . . .	34,459	1,137,147
Rye . . . . .	10,757	155,977
Barley . . . . .	343,124	4,460,612
Oats . . . . .	69,310	1,035,150
Maize . . . . .	241,288	3,860,608
	kilogrammes	
Rice . . . . .	34,524,981	12,041,940
Pulse . . . . .	15,553,794	5,754,904
<i>Fruits and Seeds</i>		
Oranges, lemons, and their varieties . . . . .	14,849,278	5,939,711
Arachis (earth nut), oleaginous . . . . .	39,734,067	15,893,623
Almonds . . . . .	2,295,268	2,295,268
Oleaginous seed:—		
Sesame . . . . .	37,506,134	22,503,680
Linseed . . . . .	33,237,726	13,295,090
Seed for sowing . . . . .	14,833,258	21,499,887
<i>Colonial Produce</i>		
Sugar:—		
Of French produce . . . . .	76,823,084	43,958,227
Foreign . . . . .	133,521,123	73,260,300
Refined . . . . .	1,787,347	1,715,853
Molasses . . . . .	17,926,270	4,481,568
Cocoa . . . . .	9,941,715	8,555,648
Coffee . . . . .	40,457,113	83,369,778
Cloves . . . . .	99,386	159,018
Pepper . . . . .	2,981,522	3,726,903
Tea . . . . .	302,570	1,512,850

Imports	Quantities	Value
<i>Colonial Produce—continued</i>		
Vanilla . . . . .	kilogrammes 24,314	frances 850,990
Tobacco, unmanufactured . . . . .	15,289,739	20,641,148
„ manufactured, cigars and snuff . . . . .	—	8,605,675
<i>Vegetable Extracts</i>		
Gums, pure, not European . . . . .	3,180,315	6,996,693
Oils:—		
Olive . . . . .	21,215,255	29,277,052
Palm, cocoa nut . . . . .	7,247,565	7,247,565
Seed . . . . .	7,236,519	7,598,345
Caoutchouc and gutta percha, raw . . . . .	839,065	3,356,260
<i>Medicinal Substances</i>		
Quinine, bark of . . . . .	653,494	3,757,591
<i>Wood of various kinds</i>		
Charcoal . . . . .	mètres cube 2,718,748	2,730,034
Timber:—		
Oak in the rough or squared . . . . .	stère 14,642	1,610,620
Sawn, more than 3½ in. thick . . . . .	244,406	13,442,330
Other kinds of 3½ in. or less . . . . .	mètres 64,779,050	71,256,955
Wood for hoops . . . . .	number 23,882,636	2,149,437
Staves of all kinds . . . . .	26,058,238	18,240,766
Dye woods . . . . .	kilogrammes 37,049,698	6,693,043
Mahogany . . . . .	7,358,472	3,164,130
Other kinds of foreign woods . . . . .	—	2,741,331
<i>Vegetable Filaments</i>		
Reeds and rushes, of all kinds . . . . .	4,430,221	1,661,618
Hemp:—		
Undressed . . . . .	7,943,083	7,545,929
Flax:—		
Undressed . . . . .	34,014,071	52,721,810
Cotton, raw . . . . .	67,628,715	344,185,400
Vegetable filaments, not otherwise described . . . . .	2,920,779	1,752,467
<i>Substances for Dyeing and Tanning</i>		
Saffron . . . . .	41,325	3,843,225
Gall nuts . . . . .	415,612	1,658,497
Shumac and fustic . . . . .	1,851,629	1,842,558
<i>Miscellaneous Products</i>		
Hops . . . . .	1,327,996	4,647,986
Chicory, roots, dry . . . . .	5,242,357	1,153,318
Madder, roots, dry . . . . .	10,873,915	7,829,218
<i>Combustible Minerals and Earths</i>		
Coal . . . . .	quintaux métriques 52,585,534	100,964,417

Imports	Quantities	Value
<i>Combustible Minerals &amp;c.—continued</i>		
Coke . . . . .	quintaux métriques 6,500,022	francs 14,235,048
Lime . . . . .	985,126	2,807,609
Sulphur, unrefined . . . . .	kilogrammes 45,205,159	7,684,927
<i>Metals</i>		
Goldsmiths' ashes and refuse . . . . .	1,247,823	37,434,690
Iron and steel, raw and part wrought:—		
Total of all kinds . . . . .	—	—
Ore . . . . .	458,276,704	9,165,534
Pig . . . . .	36,374,752	3,319,814
Bar . . . . .	178,109	36,410
Rails . . . . .	365,388	62,116
Sheet . . . . .	80,376	36,352
"    tinned . . . . .	972,432	777,946
Wire, including tinned . . . . .	401,473	260,957
Steel:—		
In bars . . . . .	514,062	257,031
Other kinds . . . . .	544,904	805,146
Copper:—		
Pure, of the first fusion, in bars . . . . .	16,706,566	40,931,087
"    other kinds and ore . . . . .	8,118,536	8,415,003
Gilt, rolled or drawn . . . . .	30,731	368,772
Old . . . . .	1,949,615	3,899,230
Lead:—		
Ore . . . . .	11,342,236	5,104,006
Raw metal . . . . .	17,402,786	9,571,532
Tin, raw . . . . .	4,235,898	12,240,696
Zinc, of the first fusion . . . . .	23,129,059	13,501,948
<i>Chemical Products</i>		
Potash . . . . .	2,708,698	2,166,958
"    Nitrate of . . . . .	1,341,573	1,008,249
Soda, Nitrate of . . . . .	20,663,026	7,232,059
<i>Prepared Substances for Dyeing</i>		
Cochineal . . . . .	328,891	3,091,575
Catechu . . . . .	2,679,487	2,558,843
Indigo . . . . .	1,007,171	18,834,097
<i>Beverages</i>		
Wines:—	litres	
Common, in casks . . . . .	9,292,463	2,323,116
"    in bottles . . . . .	113,629	255,665
Sweet, in casks . . . . .	2,543,202	2,797,522
"    in bottles . . . . .	54,365	135,912
Brandy . . . . .	30,758	23,069
Rum . . . . .	2,351,829	2,587,012
Beer . . . . .	3,859,073	1,350,676
Spirits not enumerated . . . . .	1,909,511	1,432,135
Spirits of wine . . . . .	2,640,984	1,584,568

Imports		Quantities	Value
<i>Yarns</i>		<i>kilogrammes</i>	<i>francs</i>
Cotton:—	Total of all kinds . . . . .	—	7,300,000
Linen:—	Total of all kinds . . . . .	—	5,100,000
Single, unbleached . . . . .		573,677	4,893,465
„ bleached . . . . .		14,587	64,475
Twist, unbleached . . . . .		2,069	14,669
„ bleached . . . . .		5,079	40,276
„ dyed . . . . .		1,255	14,407
Woollen:—	Total of all kinds . . . . .	—	11,500,000
Bleached or unbleached . . . . .		496,847	6,724,498
Dyed . . . . .		396,421	4,768,893
Mohair . . . . .		196,532	5,109,832
<i>Woven Fabrics</i>			
Cotton:—	Total of all kinds . . . . .	—	9,500,000
Calicoes, unbleached . . . . .		439,981	3,541,847
„ dyed . . . . .		20,197	191,871
Shaws and handkerchiefs . . . . .		—	2,372
Cloths and velvets . . . . .		54,347	668,685
Tulle, with applications of thread lace . . . . .		—	621,452
„ other kinds . . . . .		—	1,465,084
		<i>pieces</i>	
Indian striped goods . . . . .		1,005	20,100
Twilled stuffs . . . . .		—	221,243
Small wares . . . . .		—	121,773
Hosiery . . . . .		—	45,744
Mixed stuffs . . . . .		—	104,613
Linen or hempen cloths:—			
	Total of all kinds . . . . .	—	14,300,000
		<i>kilogrammes</i>	
Plain, raw . . . . .		1,242,704	7,481,078
Bleached or half bleached . . . . .		202,496	3,183,237
Lace . . . . .		—	2,618,290
Twills . . . . .		—	241,164
Woollens:—	Total of all kinds . . . . .	—	32,000,000
Carpets . . . . .		225	1,498
Coverlets, rugs, &c. . . . .		—	1,815,103
Cloths . . . . .		—	3,608,456
Stuffs of various kinds . . . . .		—	477,980
Shawls worked and figured . . . . .		—	129,928
Stuffs of mixed materials . . . . .		—	18,623,614
Hosiery . . . . .		—	149,718
Small wares . . . . .		—	4,772,308
Cashmere shawls:—			
Made by hand out of Europe . . . . .		—	5,610,708

Imports	Quantities	Value
<i>Woven Fabrics—continued</i>		
Silk :— Total of all kinds . . . . .	kilogrammes —	francs 7,100,000
Handkerchiefs, raw . . . . .	2,441	134,255
" printed . . . . .	4,601	303,666
Stuffs, other plain . . . . .	22,234	3,112,760
" of mixed materials . . . . .	10,585	677,440
Small wares of mixed materials . . . . .	—	51,574
Ribbon, including those of velvet . . . . .	12,809	1,595,362
Tulle . . . . .	—	724,796
<i>Paper and Articles thereof</i>		
Books, not in the French language . . . . .	228,635	2,286,350
Engravings and lithographs . . . . .	16,449	540,715
<i>Miscellaneous</i>		
Leather :—		
Tanned and curried . . . . .	46,781	249,054
Other kinds . . . . .	224,521	2,558,457
Leather wares :—		
Gloves . . . . .	—	58,303
Other kinds . . . . .	—	286,881
Hats, straw, &c. :—		
Coarse . . . . .	number 168,318	673,272
Fine . . . . .	—	8,900,512
Plait of straw :—		
Coarse for mats . . . . .	kilogrammes 317,687	1,270,748
" other kinds . . . . .	128,080	3,073,920
Fine . . . . .	116,059	8,124,130
Of spartium for cordage . . . . .	1,704,687	613,687
Corks, cut . . . . .	—	1,801,256
grammes		
Wares of silver . . . . .	283,960	70,990
Jewellery :—		
Gold, with precious stones . . . . .	5,559	44,472
" other kinds . . . . .	130,509	489,409
kilogrammes		
Coral, cut but not set . . . . .	4,425	1,327,500
Watches :—		
number		
Cased in metal, not gold, with common movements . . . . .	41,641	1,127,062
Cased in gold, with common movements . . . . .	25,841	2,196,485
With improved movement . . . . .	591	135,280
Without cases . . . . .	—	21,540
Clocks . . . . .	—	238,010
Machinery :—		
kilogrammes		
Steam engines . . . . .	629,860	945,169
Other than steam . . . . .	—	8,395,655
Detached pieces . . . . .	1,020,925	1,976,735
Fire arms :—		
Muskets . . . . .	27	250
For private use . . . . .	64,125	1,282,500



Imports	Quantities	Value
<i>Miscellaneous—continued</i>		
Cutlery . . . . .	quintaux métriques —	francs 224,183
Mercery:—		
Coarse . . . . .	28,209	192,981
Fine . . . . .	77,600	1,001,933
Needles for sewing . . . . .	59,282	1,597,338
Caoutchouc, manufactures of . . . . .	266,543	2,406,711
Furniture . . . . .	—	826,748
Apparel:—		
New . . . . .	—	784,742
Old . . . . .	—	1,652,105
Articles for collections . . . . .	—	2,832,858
Total value of principal and other articles (specie and platina excepted) . . . . .	—	{ 2,528,150,443 £101,126,018
<i>Specie and Platina</i>		
Gold:—	hectogrammes	
In ingots, bars, broken, &c. . . . .	366,993	110,097,846
Coin . . . . .	1,179,659	353,897,754
Total value of gold . . . . .	—	{ 463,995,600 £18,559,824
Silver:—		
In ingots, bars, broken, &c. . . . .	3,170,812	63,416,252
Coin . . . . .	10,215,814	204,316,292
Total value of silver . . . . .	—	{ 267,732,544 £10,709,302
Total value of gold and silver . . . . .	—	{ 731,728,144 £29,269,126
Platina . . . . .	5,738	1,721,535
Copper coin . . . . .	kilogrammes 6,524	£45,668

The imports of specie and platina into France have been on the increase for a number of years. Their total value amounted to 492,000,000 of francs in 1861; to 536,000,000 in 1862; to 533,000,000 in 1863; to 733,000,000 in 1864; and to 657,000,000 of francs in 1865.

*C. General Imports, and Imports for Home Consumption, with the principal Importing Countries.*

The following table gives the quantities of the principal articles imported into France in the year 1864, distinguishing the general imports, and the imports entered for home consumption, and showing also the chief countries from which they were derived, the whole arranged in alphabetical order:—

Principal Articles and Countries whence Imported	General Imports	Imports entered for Home Consumption
<i>Arachis</i> (Earth Nut):—	kilogrammes	kilogrammes
Total . . . . .	44,713,486	39,734,057
From Coast of Africa . . . . .	31,060,265	29,760,138
Senegal . . . . .	6,527,493	6,527,493
<i>Coal and Coke</i> :—	quintaux métriques	quintaux métriques
Total of coal . . . . .	55,699,655	52,585,634
From Belgium . . . . .	31,882,551	31,394,323
United Kingdom . . . . .	13,948,124	12,446,301
Germany . . . . .	10,138,070	8,732,059
Total of coke . . . . .	6,533,215	6,500,022
From Belgium . . . . .	4,396,856	4,391,158
Germany . . . . .	2,092,868	2,072,276
<i>Cheese</i> :—	kilogrammes	kilogrammes
Total . . . . .	9,245,372	5,358,499
From Holland . . . . .	4,775,803	3,823,938
Switzerland . . . . .	3,775,498	895,831
<i>Cod Fish</i> :—		
Total . . . . .	27,810,314	27,358,481
From Saint Pierre and French fisheries . . . . .	27,795,352	27,345,135
<i>Coffee</i> :—		
Total . . . . .	54,197,381	40,457,113
From Brazil . . . . .	21,627,753	7,861,376
Haiti . . . . .	9,759,602	10,976,247
British East Indies . . . . .	3,529,620	3,882,042
Dutch East Indies . . . . .	1,173,086	2,096,374
Venezuela . . . . .	5,784,398	5,233,214
United Kingdom . . . . .	4,617,897	5,216,404
<i>Copper</i> :—		
1st Fusion, bars:		
Total . . . . .	17,826,884	16,706,566
From United Kingdom . . . . .	9,748,064	8,633,988
Chili . . . . .	4,676,527	4,601,192
Belgium . . . . .	1,459,113	1,457,824
Old:—		
Total . . . . .	1,954,923	1,949,615
From Italy . . . . .	838,756	838,706
United Kingdom . . . . .	319,735	319,735
Belgium . . . . .	149,362	148,782
Brazil . . . . .	139,859	139,859

Principal Articles and Countries whence Imported	General Imports	Imports entered for Home Consumption
<i>Cotton, raw :—</i>	<b>kilogrammes</b>	<b>kilogrammes</b>
Total . . . . .	78,343,155	67,628,715
From United States . . . . .	959,463	961,296
Egypt . . . . .	15,302,556	12,231,821
Turkey . . . . .	9,343,062	8,125,373
United Kingdom . . . . .	26,401,241	25,149,015
British East Indies . . . . .	12,617,055	12,661,408
Brazil . . . . .	2,107,203	2,073,432
<i>Flax, undressed :—</i>		
Total . . . . .	34,075,097	34,014,071
From Belgium . . . . .	25,639,666	25,630,230
Russia . . . . .	6,708,066	6,708,066
<i>Goat Skins :—</i>		
Total . . . . .	1,250,613	1,194,309
From Italy . . . . .	417,051	415,910
Switzerland . . . . .	114,137	92,248
Germany . . . . .	321,265	321,265
<i>Goldsmiths' Ashes and Refuse :—</i>		
Total . . . . .	1,247,823	1,247,823
From Italy . . . . .	370,866	370,866
United States . . . . .	198,133	198,133
Germany . . . . .	190,895	190,895
Switzerland . . . . .	138,000	138,000
<i>Hemp, undressed :—</i>		
Total . . . . .	8,262,319	7,943,083
From Russia . . . . .	4,494,911	4,494,911
Italy . . . . .	2,593,207	2,286,130
<i>Hides :—</i>		
Large, wet and dry :		
Total . . . . .	31,170,629	29,748,120
From Belgium . . . . .	1,689,498	1,652,554
Brazil . . . . .	5,580,478	5,370,486
Uruguay . . . . .	8,559,817	8,218,353
Rio de la Plata . . . . .	3,644,283	3,583,555
United Kingdom . . . . .	2,452,947	2,091,220
<i>Indigo :—</i>		
Total . . . . .	1,157,452	1,007,171
From British East Indies . . . . .	601,907	597,166
French do. . . . .	236,697	230,697
United Kingdom . . . . .	260,462	136,867

Principal Articles and Countries whence Imported	General Imports	Imports entered for Home Consumption
<i>Iron :—</i>	kilogrammes	kilogrammes
Ore:		
Total	458,319,349	458,276,704
From Belgium . . . . .	227,033,492	227,033,492
Italy . . . . .	92,131,969	92,122,955
Germany . . . . .	63,752,856	63,752,856
Pig:		
Total	171,293,796	36,374,752
From United Kingdom . . . . .	131,022,830	25,914,837
Belgium . . . . .	25,718,008	8,150,280
Bar:		
Total	35,360,008	178,109
From United Kingdom . . . . .	5,067,652	99,293
Belgium . . . . .	20,019,702	50,040
Sweden . . . . .	9,221,818	23,094
„ Rails:		
Total	2,523,564	365,388
From United Kingdom . . . . .	502,375	96,988
Belgium . . . . .	1,955,715	246,666
<i>Lead :—</i>		
Ore:		
Total	11,340,909	11,342,236
From Italy . . . . .	4,670,860	4,670,540
Belgium . . . . .	2,584,351	2,581,326
Algeria . . . . .	1,800,668	1,800,668
Spain . . . . .	1,416,627	1,429,552
Raw:		
Total	33,365,472	17,402,786
From Spain . . . . .	22,894,025	8,318,019
Belgium . . . . .	4,189,882	3,772,612
United Kingdom . . . . .	2,676,449	2,621,850
<i>Linen Yarn :—</i>		
Plain, all kinds:		
Total	2,408,035	599,629
From Belgium . . . . .	1,818,183	286,617
United Kingdom . . . . .	521,590	312,204
Twisted, all kinds:		
Total	201,083	8,403
From United Kingdom . . . . .	36,905	6,352
Belgium . . . . .	85,817	754
Switzerland . . . . .	65,934	1

Principal Articles and Countries whence Imported	General Imports	Imports entered for Home Consumption
<i>Linen Cloths</i> :—		
Plain, raw :	kilogrammes	kilogrammes
Total . . . . .	1,773,763	1,242,704
From Belgium . . . . .	1,420,875	1,143,201
Bleached or half bleached :		
Total . . . . .	592,930	202,496
From United Kingdom . . . . .	252,449	186,069
Belgium . . . . .	255,988	14,881
<i>Oil</i> :—		
Olive :		
Total . . . . .	25,795,962	21,215,255
From Italy . . . . .	12,461,168	10,276,778
Barbary States . . . . .	4,567,906	2,738,688
Spain . . . . .	3,902,886	3,691,178
Algeria . . . . .	3,841,208	3,838,729
Palm, cocoa, and nut :		
Total . . . . .	6,396,000	7,247,565
From West Coast of } Africa . . . . . }	1,385,660	1,393,585
United Kingdom . . . . .	1,443,869	1,175,888
Senegal . . . . .	1,647,275	2,727,458
<i>Quinine, Bark of</i> :—		
Total . . . . .	764,274	653,494
From United Kingdom . . . . .	564,330	463,403
Peru . . . . .	101,066	101,066
<i>Rice</i> :—		
Total . . . . .	47,408,090	34,524,981
From British East Indies . . . . .	13,135,205	9,008,095
Italy . . . . .	17,486,148	13,478,672
United Kingdom . . . . .	5,409,843	4,145,981
Belgium . . . . .	3,124,560	2,283,291
<i>Seeds, Oleaginous</i> :—		
Linseed :		
Total . . . . .	34,649,003	33,237,726
From Italy . . . . .	1,756,937	1,746,235
Russia . . . . .	27,323,340	27,263,255
Belgium . . . . .	1,401,688	1,401,046
United Kingdom . . . . .	1,625,605	497,111
Turkey . . . . .	913,404	913,404
Sesame :		
Total . . . . .	47,649,098	37,506,134
From United Kingdom . . . . .	6,729,525	475,599
British East Indies . . . . .	26,688,064	23,168,840
French East Indies . . . . .	2,344,893	2,344,893
Turkey . . . . .	7,637,799	7,625,399

Principal Articles and Countries whence Imported	General Imports	Imports entered for Home Consumption
<i>Seeds, Oleaginous—continued</i>		
Poppy, colza, and castor :		
Total . . . . .	kilogrammes 28,689,254	kilogrammes 19,261,126
From United Kingdom . . . . .	8,635,413	991,916
Germany . . . . .	7,440,396	6,873,605
Hanse Towns . . . . .	5,167,388	5,157,388
Belgium . . . . .	4,303,842	3,752,087
Switzerland . . . . .	1,139,408	1,139,408
Mustard and other kinds :		
Total . . . . .	43,655,235	37,447,359
From Germany . . . . .	11,173,587	11,173,587
Hanse Towns . . . . .	9,778,397	9,619,500
Russia . . . . .	11,557,394	10,503,006
United Kingdom . . . . .	5,873,939	1,321,733
Seed; for sowing :		
Total . . . . .	14,510,657	14,333,258
From Egypt . . . . .	10,633,756	10,631,426
Italy . . . . .	1,365,151	1,271,522
<i>Silk:—</i>		
In Cocoons :		
Total . . . . .	696,867	689,272
From Turkey . . . . .	495,726	495,180
Greece . . . . .	30,343	30,343
Raw :		
Total . . . . .	3,234,541	2,638,412
From United Kingdom . . . . .	1,787,226	1,447,692
Turkey . . . . .	578,505	575,260
Italy . . . . .	337,067	295,355
Thrown :		
Total . . . . .	1,120,101	1,003,902
From United Kingdom . . . . .	89,657	84,130
Italy . . . . .	896,042	823,323
Switzerland . . . . .	90,338	53,315
Floss, raw :		
Total . . . . .	1,587,468	1,377,444
From Switzerland . . . . .	358,764	330,921
Italy . . . . .	646,756	469,373
Turkey . . . . .	358,853	356,177
Ribbons, including those of velvet :		
Total . . . . .	724,149	12,809
From Switzerland . . . . .	691,381	4,741
Germany . . . . .	28,109	7,900

Principal Articles and Countries whence Imported	General Imports	Imports entered for Home Consumption
<i>Soda, Nitrate of :—</i>	<b>kilogrammes</b>	<b>kilogrammes</b>
Total . . . . .	20,674,290	20,663,026
From Chili . . . . .	2,489,978	2,489,978
Peru . . . . .	18,144,302	18,144,302
<i>Sugar :—</i>		
French :		
Total . . . . .	70,339,741	76,823,084
From Guadeloupe . . . . .	13,812,814	11,914,690
Réunion Island . . . . .	33,665,890	42,031,359
Martinique . . . . .	21,103,256	20,741,940
Foreign :		
Total . . . . .	130,612,868	133,521,123
From Cuba and Porto Rico . . . . .	61,420,803	55,368,747
Mauritius . . . . .	21,475,716	22,580,423
Belgium . . . . .	8,454,521	13,585,773
Brazil . . . . .	12,312,335	16,482,904
<i>Timber, Oak :—</i>		
In the rough or square :	<b>stères</b>	<b>stères</b>
Total . . . . .	14,708	14,642
From Italy . . . . .	3,658	3,597
Belgium . . . . .	3,462	3,447
Germany . . . . .	2,849	2,849
British North America . . . . .	1,410	1,410
Sawn, of more than 3½ in. thick :		
Total . . . . .	22,205	22,134
From Italy . . . . .	1,897	1,897
Germany . . . . .	16,732	16,732
Staves, Oak :	<b>pieces</b>	<b>pieces</b>
Total . . . . .	21,821,621	21,841,776
From Austria . . . . .	15,260,712	15,303,040
Belgium . . . . .	1,053,071	1,053,071
United States . . . . .	3,590,712	3,594,914
„ other kinds :		
Total . . . . .	5,588,752	4,216,462
From Austria . . . . .	2,537,339	2,541,339
Spain . . . . .	1,353,531	2,731
Italy . . . . .	913,759	911,759
Other than Oak :		
In the rough or square :	<b>stères</b>	<b>stères</b>
Total . . . . .	273,098	271,698
From Switzerland . . . . .	105,947	105,947
Germany . . . . .	61,134	61,134

Principal Articles and Countries whence Imported	General Imports	Imports entered for Home Consumption
<i>Timber—continued</i>		
Sawn, of more than 3½ in. thick :	stères	stères
Total . . . . .	244,798	244,406
From Norway . . . . .	179,039	178,488
„ of 3½ in. or less :	mètres	mètres
Total . . . . .	65,069,497	64,779,050
From Norway . . . . .	28,437,858	28,487,432
Sweden . . . . .	15,462,722	15,749,959
Switzerland . . . . .	6,976,570	6,930,212
Dyewoods :	kilogrammes	kilogrammes
Total . . . . .	38,767,257	37,049,798
From Haiti . . . . .	18,931,636	18,931,636
Mexico . . . . .	8,674,922	8,512,170
Venezuela . . . . .	1,891,605	1,891,605
West Coast of Africa . . . . .	1,984,200	1,984,200
Tin, raw :—		
Total . . . . .	4,279,185	4,235,898
From Holland . . . . .	1,395,350	1,385,559
United Kingdom . . . . .	2,264,895	2,259,503
Tobacco :—		
Unmanufactured :		
Total . . . . .	16,599,844	15,289,739
From United States . . . . .	7,088,953	8,708,818
Algeria . . . . .	2,740,286	2,656,577
Germany . . . . .	3,381,715	1,969,578
Cigars :	hundreds	hundreds
Total . . . . .	1,858,151	502,518
	kilogs	kilogs
	1,235,783	520,177
From Switzerland . . . . .	hundreds	hundreds
	721,795	1,779
Cuba . . . . .	685,248	390,171
Germany . . . . .	205,980	3,444
Wheat :—	quintaux métriques	quintaux métriques
Total . . . . .	2,617,440	561,201
From Russia . . . . .	1,250,127	89,616
Italy . . . . .	109,368	50,440
Algeria . . . . .	373,993	373,993
Turkey . . . . .	789,934	15,166
United Kingdom . . . . .	23,231	12,658
Wool, Sheep's, raw :—	kilogrammes	kilogrammes
Total . . . . .	62,632,484	63,028,301
From United Kingdom . . . . .	18,136,102	17,915,969
Turkey . . . . .	8,757,592	8,680,337



Principal Articles and Countries whence Imported	General Imports	Imports entered for Home Consumption
<i>Wool, Sheep's, raw—continued</i>	<b>kilogrammes</b>	<b>kilogrammes</b>
Barbary States . . . . .	2,495,369	2,493,993
Algeria . . . . .	6,985,457	6,985,457
Spain . . . . .	1,345,747	1,262,331
Rio de Plata . . . . .	5,992,178	6,103,431
<i>Zinc:—</i>		
Total . . . . .	28,132,698	23,129,059
From Holland . . . . .	7,659,198	7,658,819
Hanse Towns . . . . .	3,860,936	3,860,413
Belgium . . . . .	14,647,392	14,646,722

For further details regarding the imports into France from the United Kingdom, both as to quantities and value, see Chapter III, 'Trade with the United Kingdom.'

## CHAPTER II.

### Exports.

#### A. *Principal Exports in 1864 and 1865.*

FRANCE annually exports manufactured articles and agricultural produce of her own to the value of above 2,500 millions of francs, or 100 million pounds sterling. Manufactures enter into this sum for about two-thirds, and the remaining third is furnished by the natural produce of the country. The following table exhibits the principal articles of export—forty-eight in number—the value of each of which, in the year 1865, amounted to not less than ten millions of francs, or 400,000*l.* In order to show at a glance the relative importance of the various branches of French trade and industry, the articles exported are arranged according to their value in the year 1865, the list commencing with the highest and ending with the lowest figures. The values are given in thousands of francs, so that, in simply multiplying by forty, an estimate of the same may be obtained in English money. For further purposes of comparison, the exports of the year 1864 are given, together with those of 1865. The table has been compiled from the official custom-house returns, or *Documents Statistiques réunis par l'Administration des Douanes* (Paris: *l'Administration du 'Moniteur Universel,'* 1866):—

PRINCIPAL ARTICLES OF FRENCH MANUFACTURES AND AGRICULTURAL  
PRODUCE EXPORTED IN 1864 AND 1865.

Articles	1864	1865
	Value in thousand francs	Value in thousand francs
Textile silk fabrics— <i>Tissus de soie</i>	407,618	399,095
Textile woollen fabrics— <i>Tissus de laine</i>	355,862	376,672
Wines— <i>Vins</i>	234,539	280,601
Cabinet-makers' wares, toys— <i>Tabletterie, bimbeloterie</i>	174,187	183,949
Raw and floss silk— <i>Soie et bourre de soie</i>	101,480	118,260
Apparel and drapery— <i>Confections et lingerie</i>	110,394	115,096
Corn and flour— <i>Grains et farines</i>	56,220	114,610
Textile cotton fabrics— <i>Tissus de coton</i>	93,728	105,413
Raw cotton— <i>Coton en laine</i>	57,154	95,090
Refined sugar— <i>Sucre raffiné</i>	74,422	92,905
Leather manufactures— <i>Ouvrages en peau ou en cuir</i>	89,937	81,242
Prepared hides— <i>Peaux préparées</i>	61,589	66,186
Spirits and artificial wines— <i>Eaux-de-vie et liqueurs</i>	75,522	58,899
Butter— <i>Beurre</i>	42,037	55,668
Chemical productions— <i>Produits chimiques</i>	41,050	47,030
Vegetable oils— <i>Résines indigènes</i>	36,804	42,027
Machinery— <i>Ouvrages en métaux</i>	45,137	38,195
Eggs— <i>Œufs</i>	27,974	37,649
Raw wool— <i>Laines</i>	51,131	36,822
Seeds for sowing— <i>Graines à ensementer</i>	21,520	34,167
Cattle— <i>Bestiaux</i>	21,554	33,823
Timber— <i>Bois à construire</i>	30,403	31,731
Textile linen and hempen fabrics— <i>Tissus de lin et de chanvre</i>	24,485	24,769
Hair and bristles— <i>Poils de toute sorte</i>	23,838	24,108
Millinery and artificial flowers— <i>Modes et fleurs artificielles</i>	18,200	22,860
Fish, fresh and pickled— <i>Poissons et poissons marinés</i>	15,213	22,731
Woollen yarn— <i>Fils de laine</i>	19,087	21,596
Goldsmiths' work and jewellery— <i>Orfèvrerie et bijouterie</i>	19,278	19,280
Books and engravings— <i>Livres et gravures</i>	20,156	19,207
Fruit— <i>Fruits</i>	17,453	19,153
Home-grown sugar— <i>Sucre indigène</i>	6,036	18,884
Furniture— <i>Meubles</i>	20,468	18,871
Paper and cardboard— <i>Papier et carton</i>	18,562	16,677
Farinaceous food— <i>Farineux alimentaires</i>	15,609	16,449
Perfumery— <i>Parfumeries</i>	15,524	15,319
Undressed hides— <i>Peaux brutes</i>	16,299	15,204
Mules— <i>Mules</i>	12,868	15,055
Glass wares— <i>Verres et cristaux</i>	16,196	14,712
Madder— <i>Garance</i>	9,633	14,395
Rags— <i>Drilles</i>	12,148	12,611
Oleaginous seeds— <i>Graines oléagineuses</i>	8,766	12,608
Hemp, dressed and undressed— <i>Lin taillé et étoupes</i>	7,449	11,834
Prepared drugs— <i>Médicaments composés</i>	13,420	11,822
Oilcake— <i>Tourteaux de graines oléagineuses</i>	9,734	11,617
Meat— <i>Viandes</i>	8,962	11,467
Olive oil— <i>Huile d'olive</i>	9,686	11,464
Earthenware and porcelain— <i>Faïence et porcelaine</i>	11,361	11,043
Linen and hempen yarns— <i>Fils de lin et de chanvre</i>	21,543	10,777

It will be seen from the preceding table, that there were only three articles of French manufactures and agricultural produce exported in 1865, the value of which amounted to above ten millions sterling, namely, silk fabrics, returned at 399,095,000 francs, or 15,963,800*l.*; woollen fabrics, returned at 376,672,000 francs, or 15,066,880*l.*; and wines, returned at 280,601,000 francs, or 11,224,040*l.* This shows that textile manufactures are by far the most important branches of national industry. The value of the total exports of French manufactures and agricultural produce amounted to 2,924,168,000 francs, or 116,964,000*l.* in 1864, and to 3,199,453,000 francs, or 127,978,140*l.* in 1865.

### B. Quantities and Value of Exports of French Produce.

The following table gives the quantities and value of all the articles, the produce of French manufactures, industry, and agriculture, exported from France in the year 1864—the whole classified according to the official returns of the ministry of commerce and public works (*Commerce de la France*; Paris, 1866):—

Exports	Quantities	Value
<i>Animals</i>		
Horses :—	number	francs
Stallions . . . . .	7,607	6,199,705
Geldings . . . . .	3,799	3,324,125
Mares . . . . .	3,240	2,689,200
Colts . . . . .	1,820	764,400
Mules . . . . .	20,264	12,867,640
Oxen, bullocks, bulls, and cows	28,106	9,888,620
Sheep and lambs . . . . .	88,420	3,336,277
Swine . . . . .	70,366	7,036,600
Poultry . . . . .	—	1,737,896
<i>Animal Produce</i>		
Meat :—	kilogrammes	
Fresh . . . . .	1,531,289	2,684,538
Salted . . . . .	5,124,091	6,277,010
Cheese . . . . .	1,884,178	4,522,027
Butter, fresh and salted . . . . .	14,942,775	42,037,251
Eggs . . . . .	22,379,397	27,974,246
Hides, large, fresh and dry, undressed . . . . .	8,391,297	13,426,075
Skins, dry, sheep, lambs . . . . .	522,794	1,893,302
Peltries of all kinds . . . . .	103,823	979,617
Wool, raw . . . . .	12,141,509	51,130,269
Bristles . . . . .	201,363	1,493,583
Hair, rabbit, hares, uncombed . . . . .	1,599,099	19,988,737
Feathers, ostrich . . . . .	72,393	7,239,300

Exports	Quantities	Value
<i>Animal Produce—continued</i>		
Silk :—	kilogrammes	francs
In cocoons . . . . .	356,119	7,300,439
Undyed, raw . . . . .	935,541	61,277,936
„ thrown . . . . .	166,813	14,512,731
Dyed, for sewing . . . . .	36,043	2,504,988
„ other kinds . . . . .	21,525	2,260,125
Waste, floss, &c. . . . .	928,746	13,623,987
Wax, unwrought, of all kinds . . . . .	240,789	1,107,630
Tallow, lard, &c. . . . .	4,486,198	7,672,189
Guano . . . . .	2,738,780	890,103
Rags, woollen . . . . .	5,197,681	11,694,783
<i>Produce of Fisheries</i>		
Fish :—		
Fresh, dried, salted :		
Cod . . . . .	3,047,189	2,163,504
Pickled or in oil . . . . .	5,833,837	12,834,441
Pearls, fine . . . . .	grammes 101,205	1,720,485
<i>Farinaceous Food</i>		
	quintaux métriques	
Wheat . . . . .	831,197	18,577,252
Rye . . . . .	406,610	5,692,540
Maize . . . . .	117,486	2,114,748
Barley . . . . .	503,590	7,553,850
Oats . . . . .	370,315	5,184,410
Flour, wheat . . . . .	498,200	15,942,400
	kilogrammes	
Bread and sea biscuits . . . . .	4,051,388	1,215,416
Rice . . . . .	3,410,856	1,023,257
Potatoes . . . . .	60,480,768	2,419,231
Pulse . . . . .	17,360,845	6,944,338
<i>Fruits and Seeds</i>		
Fruits :—		
Fresh, of all kinds . . . . .	23,015,501	9,297,264
Dried, or preserved . . . . .	4,687,780	5,184,465
Candied . . . . .	1,607,369	2,411,055
Almonds . . . . .	6,518,332	7,170,163
Seeds for sowing . . . . .	14,346,879	21,520,319
<i>Colonial Produce</i>		
Sugar :—		
French colonial . . . . .	24,446	15,888
Foreign . . . . .	34,405	20,297
Home grown . . . . .	9,286,348	6,036,130
Refined . . . . .	88,599,388	74,423,909
Molasses . . . . .	6,921,958	1,661,269
Syrups, confectionery . . . . .	1,294,999	2,589,998

Exports	Quantities	Value
<i>Colonial Produce—continued</i>		
	kilogrammes	francs
Cocoa . . . . .	338,935	525,349
Coffee . . . . .	48,128	78,448
Pepper . . . . .	109,885	137,355
Tea . . . . .	8,372	41,860
Tobacco:—		
Unmanufactured . . . . .	542,332	388,099
Manufactured . . . . .	344,509	1,722,545
<i>Vegetable Extracts</i>		
Gums, pure, exotic . . . . .	719,669	1,799,173
Turpentine, spirits of . . . . .	9,273,735	15,301,663
Colophane . . . . .	29,724,893	18,429,433
Oils:—		
Olive . . . . .	4,843,036	9,686,072
Palm, cocoa . . . . .	130,502	130,502
Seed . . . . .	17,308,242	5,127,590
Essential . . . . .	117,733	706,398
<i>Wood of various Kinds</i>		
Timber for building purposes, all kinds:	stères	
In the rough or squared . . . . .	131,706	11,493,520
Sawn . . . . .	—	18,585,617
Dye Woods, in blocks and ground . . . . .	kilogrammes	522,816
	2,681,413	
<i>Vegetable Filaments</i>		
Hemp, dressed and undressed . . . . .	1,260,825	1,197,784
Flax . . . . .	3,819,747	7,448,506
Cotton, raw . . . . .	11,907,127	57,154,210
" waste . . . . .	954,267	2,099,387
<i>Substances for Dyeing and Tanning</i>		
Madder Root:—		
Dry or "Alizari" . . . . .	929,672	669,364
Ground or in strips . . . . .	9,535,392	8,963,270
Saffron . . . . .	42,825	3,982,725
<i>Miscellaneous Vegetable Produce</i>		
Hops . . . . .	385,301	1,001,783
Teasels . . . . .	1,070,097	1,712,155
Oil Cake:—		
Linseed . . . . .	24,126,389	6,514,125
Other kinds . . . . .	22,999,213	3,219,890
<i>Combustible Minerals, Stones, Earths</i>		
Millstones . . . . .	number	
	5,734	2,092,910
Tiles, bricks, &c. . . . .	27,425,825	1,714,114
Marl . . . . .	quintaux métriques	
	423,121	1,269,363

Exports	Quantities	Value
<i>Combustible Minerals &amp;c.—continued</i>		
Bitumen, pure, solid . . . . .	kilogrammes 3,876,927	francs 1,163,078
Coal . . . . .	quintaux métriques 2,792,260	3,211,099
Petroleum . . . . .	2,253,271	1,216,766
<i>Metals</i>		
Iron :—	kilogrammes	
Ore . . . . .	90,997,073	2,729,911
Cast . . . . .	525,140	63,017
In bars . . . . .	526,106	121,004
Rails . . . . .	1,656,855	298,233
In sheets . . . . .	257,470	167,355
"    tinned, &c. . . . .	36,185	37,994
Wire . . . . .	126,764	126,754
Steel, in bars . . . . .	213,038	234,341
Copper :		
Ore . . . . .	3,354,053	3,354,053
Pure, of the first fusion . . . . .	1,350,187	3,105,431
"    rolled . . . . .	1,633,036	4,327,545
Old . . . . .	500,086	1,000,172
Lead :—		
Raw . . . . .	26,333	14,165
Rolled or in sheets . . . . .	144,396	86,637
Zinc, rolled . . . . .	900,719	648,517
Gold, beaten or in leaves . . . . .	grammes 1,273,205	3,819,615
<i>Chemical Productions</i>		
Salt, Sea . . . . .	quintaux métriques 1,168,703	1,460,879
Nitrate of Potash . . . . .	kilogrammes 576,630	446,888
"    of Soda . . . . .	5,607,909	1,962,768
Quinine, Sulphate of . . . . .	30,006	6,751,350
Tartar, Cream of . . . . .	1,234,784	2,963,481
<i>Prepared Substances for Dyeing</i>		
Cochineal . . . . .	48,545	456,323
Indigo . . . . .	406,737	7,605,982
Orchilla . . . . .	593,132	960,102
Extracts from Madder Root (Garancine)	2,926,876	8,780,628
"    Dye Woods . . . . .	475,563	713,314
Ink, Writing and Printing . . . . .	526,548	1,579,644
<i>Miscellaneous Preparations</i>		
Perfumery of all kinds . . . . .	3,104,797	15,523,985
Soap not perfumed . . . . .	10,562,883	7,922,162
Starch . . . . .	2,243,355	1,346,013
Stearine . . . . .	3,287,582	6,576,164

Exports	Quantities	Value
<i>Beverages</i>		
Wine:—	hectolitres	francs
Of the Gironde, in casks . . . . .	684,376	73,696,170
Other growths . . . . .	1,418,418	92,197,156
Of the Gironde, in bottle . . . . .	67,006	20,101,785
Other growths . . . . .	67,310	25,616,295
Sweet, in casks . . . . .	16,631	2,328,283
„ in bottles . . . . .	82,396	20,599,038
Spirits of Wine (alcohol pure) . . . . .	16,492	964,956
Brandy . . . . .	229,923	70,447,920
	Litres	
Other Spirits: Rum, Arrack . . . . .	198,500	297,750
Liqueurs . . . . .	1,437,783	3,450,559
<i>Earthenware, Porcelain, and Glass</i>		
	kilogrammes	
Earthenware . . . . .	5,609,106	1,183,847
Porcelain:—		
Common . . . . .	4,271,250	5,125,500
Fine . . . . .	1,930,778	4,638,867
Mirrors:—		
Large . . . . .	—	3,715,322
Small . . . . .	215,891	1,079,455
Bottles:—		
Full . . . . .	22,533,164	5,633,291
Empty . . . . .	13,802,708	3,400,677
Glass Wares:—		
Crystal . . . . .	1,033,035	2,582,588
„ Drinking Glasses . . . . .	2,901,947	1,160,779
Other than Crystal . . . . .	6,413,427	2,565,371
<i>Yarns</i>		
Linen and Hempen:—		
Single, unbleached . . . . .	4,301,434	17,402,095
„ bleached and dyed . . . . .	281,386	1,873,772
Twisted, raw . . . . .	242,609	1,455,654
„ bleached and dyed . . . . .	115,919	811,433
Cotton . . . . .	322,040	2,495,810
Woollen, Single . . . . .	479,382	5,992,275
„ Bleached . . . . .	621,787	8,705,018
„ Dyed . . . . .	258,213	4,389,621
<i>Woven Fabrics</i>		
Linen or Hempen:— Total of all kinds	—	24,500,000
Plain, unbleached . . . . .	2,819,675	15,508,213
Bleached or half bleached . . . . .	319,332	3,512,652
Dyed . . . . .	102,242	562,331
Cambrics and lawn . . . . .	19,256	1,581,880
Lace . . . . .	—	309,593
Silk Goods:— Total of all kinds	—	408,200,000
Handkerchiefs, plain . . . . .	3,819	190,950

Exports	Quantities	Value
<i>Woven Fabrics—continued</i>		
<b>Silk Goods:—</b>	<b>kilogrammes</b>	<b>francs</b>
Handkerchiefs, printed . . . . .	91,837	5,693,894
Other Stuffs, plain . . . . .	2,093,751	270,093,079
"    figured . . . . .	180,410	24,855,350
Embroidered with silk . . . . .	2,971	564,490
Mixed Stuffs . . . . .	323,217	25,210,926
Gauze . . . . .	2,024	414,920
Crape . . . . .	8,816	1,278,320
Tulle . . . . .	57,794	6,935,280
Blonde . . . . .	—	912,460
Hosiery . . . . .	14,844	2,671,920
Small Wares of gold or silver . . . . .	10,691	1,789,540
"    of pure silk . . . . .	97,833	12,033,459
"    of mixed materials . . . . .	95,659	7,932,926
Ribbons, including those of velvet . . . . .	451,167	47,372,535
<b>Woollen Goods:— Total of all kinds</b>	<b>—</b>	<b>355,900,000</b>
Blankets . . . . .	336,515	2,439,734
Carpets . . . . .	136,975	2,061,474
Merinos . . . . .	1,835,303	40,376,666
Cloths . . . . .	2,958,448	62,127,408
Stuffs of various kinds . . . . .	3,543,411	77,069,189
Shawls, worked and figured . . . . .	344,506	25,837,950
Hosiery . . . . .	266,932	6,139,436
Small Wares and Ribbons . . . . .	156,696	4,230,960
Mixed Stuffs . . . . .	4,288,989	135,103,154
<b>Cotton Goods:— Total of all kinds</b>	<b>—</b>	<b>93,700,000</b>
Calico, raw and unbleached . . . . .	6,081,047	44,695,695
"    dyed . . . . .	1,230,121	12,301,210
"    printed . . . . .	1,502,098	15,772,029
Shawls and Handkerchiefs . . . . .	26,060	338,780
Muslins . . . . .	54,101	1,406,626
Cloths and Velvet . . . . .	49,105	677,649
Twilled Stuffs . . . . .	201,989	1,868,398
Tulle, with applications of thread lace . . . . .	—	3,455
"    other kinds . . . . .	60,970	4,145,960
Hosiery . . . . .	187,524	3,337,927
Small Wares . . . . .	132,186	2,643,720
Mixed Stuffs . . . . .	338,742	5,673,928
<b>Indian Striped Goods . . . . .</b>	<b>pieces</b>	<b>11,682</b>
	531	
<i>Paper and Articles thereof.</i>		
Cardboard, including Papier Maché . . . . .	kilogrammes	
	814,504	1,990,515
<b>Paper:—</b>		
Blank or ruled for music . . . . .	8,022,741	9,226,152
Envelopes . . . . .	2,304,384	1,958,726
Hangings . . . . .	2,314,302	5,091,464



Exports	Quantities	Value
<i>Paper &amp;c.—continued</i>		
Books :—	kilogrammes	francs
Not in the French language . . . . .	244,049	2,074,427
In the French language . . . . .	1,951,861	11,711,166
Engravings and Lithographs . . . . .	614,118	6,370,011
<i>Manufactured Articles</i>		
Leather :—		
Tanned . . . . .	1,427,581	4,815,103
Curried . . . . .	3,724,728	39,080,579
Otherwise prepared . . . . .	—	17,427,810
Leather Manufactures :—		
Gloves . . . . .	418,426	37,658,340
Saddlery, &c. . . . .	584,939	5,239,251
Other kinds . . . . .	2,613,293	47,039,274
Plait of Straw :—		
Coarse . . . . .	166,158	3,275,604
Fine . . . . .	15,243	1,371,870
Felt Hats . . . . .	—	10,074,648
Coral, cut, not set . . . . .	2,712	922,080
Hats of Straw, Palm Leaf, &c. . . . .	—	2,398,985
Hempen Cordage . . . . .	2,091,792	2,510,150
Corks, cut . . . . .	—	1,094,362
Silver, Articles of . . . . .	grammes	
	8,549,605	2,393,889
Jewellery, Gold :—		
Set in precious stones or pearl . . . . .	20,894	250,728
Not set . . . . .	2,796,962	15,383,291
Metals, Articles thereof :—	kilogrammes	
Cast . . . . .	2,366,343	1,774,757
Iron . . . . .	6,196,260	11,153,268
Sheet and tinned . . . . .	650,517	1,366,086
Steel . . . . .	305,367	1,068,785
Copper, gilt, including works of art . . . . .	348,383	7,664,426
"    silvered . . . . .	64,288	1,607,200
"    other kinds . . . . .	2,061,555	15,461,663
Lead . . . . .	190,918	152,734
Zinc and imitations of bronze . . . . .	601,366	2,405,464
Watches :—		
Cased in metal other than gold . . . . .	—	141,840
Cased in gold . . . . .	—	268,135
Without cases . . . . .	—	351,585
Clocks, &c. of all kinds . . . . .	—	9,656,523
Machinery :—		
Other than Steam Engines . . . . .	4,352,863	5,258,716
Steam Engines . . . . .	1,004,020	1,790,243
Detached pieces . . . . .	1,882,711	2,473,368

Exports	Quantities	Value
<i>Manufactured Articles—continued</i>		
Fire Arms :—	kilogrammes	francs
Muskets for military purposes . . . . .	312,364	2,889,367
" for private use . . . . .	161,542	3,553,924
Cutlery . . . . .	280,415	2,243,320
Needles . . . . .	4,669	98,049
Caoutchouc, manufactures of :—		
Pure . . . . .	184,705	1,477,640
Combined with other materials . . . . .	203,917	1,631,336
Carriages of all kinds . . . . .	—	3,712,650
Turnery . . . . .	1,270,866	6,036,614
Toys . . . . .	1,270,866	6,036,614
Mercery :—		
Common . . . . .	7,088,887	56,711,096
Fine . . . . .	4,345,598	104,294,352
Buttons . . . . .	480,919	2,340,619
Millinery . . . . .	—	12,112,104
Artificial Flowers . . . . .	—	6,087,772
Furniture . . . . .	—	12,683,687
Umbrellas and Parasols, Silk . . . . .	—	2,048,715
Instruments :—		
Optical, &c. . . . .	—	3,153,125
Musical, Pianos . . . . .	—	4,453,269
" Other kinds . . . . .	—	2,931,776
Apparel :—		
Linen made up . . . . .	1,320,406	35,650,962
Other kinds, New . . . . .	—	57,024,460
Old . . . . .	1,362,951	17,718,363
Total value of principal and other articles (specie excepted) . . . . .	} — {	2,924,167,837 £116,966,713
<i>Bullion and Specie</i>		
Gold :—	hectogrammes	
Ingots, bars, and broken . . . . .	109,368	32,810,523
Coin . . . . .	1,020,142	306,042,750
Total value of gold . . . . .	— }	338,853,273 £13,554,130
Silver :—		
Ingots, bars, and broken . . . . .	6,705,333	134,106,666
Coin . . . . .	8,803,938	176,098,751
Total value of silver . . . . .	— }	310,205,417 £12,408,217

*C. General Exports, and Exports of French Produce, with Destination.*

The following table gives the quantities of the principal articles exported from France in the year 1864, distinguishing the general exports, and the exports of French manufactured articles and agricultural produce, showing also the chief countries to which they were sent, the whole arranged in alphabetical order:—

Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
<i>Apparel:—</i>		
Linen made up:	kilogrammes	kilogrammes
Total . . . . .	1,497,174	1,320,406
To Brazil . . . . .	268,327	248,990
Peru . . . . .	106,056	101,816
Rio de la Plata . . . . .	149,264	140,638
United Kingdom . . . . .	294,367	174,860
" New:		
Total . . . . .	2,727,888	2,500,579
To Algeria . . . . .	194,067	193,670
Brazil . . . . .	228,225	222,771
United Kingdom . . . . .	255,745	253,600
Mexico . . . . .	737,549	733,005
Egypt . . . . .	213,444	142,038
" Old:		
Total . . . . .	1,573,418	1,362,951
To Germany . . . . .	211,510	185,268
Italy . . . . .	141,868	112,110
Algeria . . . . .	100,864	99,240
United Kingdom . . . . .	291,132	267,357
Belgium . . . . .	224,977	164,307
<i>Books:—</i>		
Not in the French language:		
Total . . . . .	311,595	244,049
To United Kingdom . . . . .	121,222	115,281
Mexico . . . . .	27,448	15,707
Peru . . . . .	23,867	15,150
In the French language:		
Total . . . . .	1,958,670	1,951,861
To Belgium . . . . .	422,973	422,050
Germany . . . . .	261,983	261,982
United Kingdom . . . . .	234,896	233,788
Italy . . . . .	186,362	184,576
<i>Butter, Fresh and Salt:—</i>		
Total . . . . .	15,063,981	14,942,775
To United Kingdom . . . . .	10,770,827	10,770,539
Brazil . . . . .	1,322,442	1,319,833

Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
<i>Cheese :—</i>	<b>kilogrammes</b>	<b>kilogrammes</b>
<b>Total</b>	<b>5,427,563</b>	<b>1,884,178</b>
To Italy . . . . .	2,170,152	366,910
Algeria . . . . .	904,969	860,209
<i>Cocoa :—</i>		
<b>Total</b>	<b>2,083,500</b>	<b>338,935</b>
To United Kingdom . . . . .	424,633	332,233
Switzerland . . . . .	356,960	1,190
Hanse Towns . . . . .	327,126	—
Belgium . . . . .	242,658	275
<i>Coffee :—</i>		
<b>Total</b>	<b>23,058,846</b>	<b>48,128</b>
To Switzerland . . . . .	7,131,011	1,578
Italy . . . . .	4,101,280	935
Turkey . . . . .	3,671,812	309
Algeria . . . . .	2,160,990	1,416
<i>Cotton Goods :—</i>		
Calico, raw and unbleached :		
<b>Total</b>	<b>6,964,875</b>	<b>6,081,047</b>
To Algeria . . . . .	3,216,998	3,210,933
Dyed :		
<b>Total</b>	<b>3,721,427</b>	<b>1,230,121</b>
To Turkey . . . . .	1,409,025	19,388
Brazil . . . . .	391,920	161,784
United Kingdom . . . . .	184,507	95,961
Italy . . . . .	474,021	183,416
Printed :		
<b>Total</b>	<b>3,280,134</b>	<b>1,502,098</b>
To United Kingdom . . . . .	389,464	280,021
Spain . . . . .	114,376	85,437
Italy . . . . .	572,042	310,369
Switzerland . . . . .	167,543	146,099
Holland . . . . .	266,370	789
Turkey . . . . .	448,527	48,333
Brazil . . . . .	447,863	156,172
Shawls and Handkerchiefs :		
<b>Total</b>	<b>262,776</b>	<b>26,060</b>
To Brazil . . . . .	92,318	169
United Kingdom . . . . .	43,287	1,252
Spain . . . . .	38,599	14,714
Muslin :		
<b>Total</b>	<b>501,340</b>	<b>54,101</b>
To United Kingdom . . . . .	164,968	35,193
Brazil . . . . .	57,238	1,632
Belgium . . . . .	52,561	180
Spain . . . . .	39,705	2,599

Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
<i>Cotton Goods—continued</i>		
<b>Twills :</b> . . . . . <b>Total</b>	<b>kilogrammes</b> 841,915	<b>kilogrammes</b> 201,989
To Brazil . . . . .	364,371	105,826
Chili . . . . .	118,829	2,104
Peru . . . . .	78,565	6,241
<b>Hosiery :</b> . . . . . <b>Total</b>	<b>308,666</b>	<b>187,524</b>
To Algeria . . . . .	55,894	55,561
Brazil . . . . .	27,118	9,104
United Kingdom . . . . .	19,479	10,953
Cuba and Porto Rico . . . . .	18,415	2,753
<b>Small Wares :</b> . . . . . <b>Total</b>	<b>201,673</b>	<b>132,186</b>
To United Kingdom . . . . .	34,418	20,354
Spain . . . . .	27,808	21,575
Italy . . . . .	25,944	18,364
Belgium . . . . .	21,793	21,505
<b>Mixed Stuffs :</b> . . . . . <b>Total</b>	<b>731,199</b>	<b>338,742</b>
To Spain . . . . .	96,999	19,876
Brazil . . . . .	89,581	21,520
Chili . . . . .	58,850	5,919
United Kingdom . . . . .	48,285	38,285
<b>Indian Striped Goods :</b> . . . . . <b>Total</b>	<b>pieces</b> 162,175	<b>pieces</b> 531
To Senegal . . . . .	141,088	391
<b>Eggs :—</b> . . . . . <b>Total</b>	<b>kilogrammes</b> 22,379,467	<b>kilogrammes</b> 22,379,397
To United Kingdom . . . . .	22,095,262	22,095,262
<b>Fire Arms :—</b>		
Muskets for military purposes : . . . . . <b>Total</b>	<b>1,375,060</b>	<b>312,364</b>
To Turkey . . . . .	208,719	185,259
Italy . . . . .	607,810	46,633
Switzerland . . . . .	349,898	—
<b>Fish :—Cod :</b> . . . . . <b>Total</b>	<b>3,049,129</b>	<b>3,047,189</b>
To Italy . . . . .	1,466,055	1,466,055
Greece . . . . .	826,382	826,382
Algeria . . . . .	234,228	234,228
Roman States . . . . .	123,118	123,118
<b>Pickled or in Oil :</b> . . . . . <b>Total</b>	<b>5,884,571</b>	<b>5,833,837</b>
To United States . . . . .	662,172	658,418
United Kingdom . . . . .	1,445,725	1,445,240
Mexico . . . . .	353,885	339,453

Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
<i>Fruit :—</i>		
Fresh, of all kinds :	kilogrammes	kilogrammes
Total . . . . .	23,849,518	23,015,501
To United Kingdom . . . . .	17,629,679	17,613,372
Belgium . . . . .	4,011,759	1,976,589
Dried or preserved :		
Total . . . . .	5,207,356	4,687,780
To United Kingdom . . . . .	1,759,158	1,590,737
Candied :		
Total . . . . .	1,647,330	1,607,369
To United Kingdom . . . . .	361,129	360,823
Algeria . . . . .	135,895	135,895
Egypt . . . . .	130,145	129,998
Venezuela . . . . .	102,333	101,317
Almonds :		
Total . . . . .	6,861,669	6,518,332
To United Kingdom . . . . .	2,144,967	2,136,738
United States . . . . .	909,947	838,567
Hanse Towns . . . . .	537,075	496,941
<i>Furniture :—</i>	Value—francs	Value—francs
Total . . . . .	13,041,005	12,683,587
To Turkey . . . . .	1,025,287	1,009,999
United Kingdom . . . . .	1,820,623	1,790,763
Egypt . . . . .	1,307,216	1,297,696
Spain . . . . .	1,591,712	1,515,115
<i>Gold :—</i>		
Ingots, bars, and broken :	hectogrammes	hectogrammes
Total . . . . .	110,410	109,638
To Italy . . . . .	10,534	10,534
Spain . . . . .	97,513	96,893
Coin :		
Total . . . . .	1,169,072	1,020,142
To United Kingdom . . . . .	59,828	59,828
Italy . . . . .	440,011	440,011
Spain . . . . .	129,555	129,555
Switzerland . . . . .	72,932	72,844
Egypt . . . . .	317,776	198,237
<i>Hats :—</i>		
Felt :	Value—francs	Value—francs
Total . . . . .	10,442,119	10,074,648
To Brazil . . . . .	1,525,268	1,462,272
United Kingdom . . . . .	1,461,064	1,450,900
Rio de la Plata . . . . .	1,093,178	1,002,740
Peru . . . . .	613,755	585,544

Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
<i>Hats—continued</i>		
Straw:		
Total	Value—francs 5,526,348	Value—francs 2,398,985
To United Kingdom . . . . .	2,715,408	562,276
Brazil . . . . .	532,597	355,610
Spain . . . . .	367,606	63,062
Switzerland . . . . .	177,150	117,976
Cuba and Porto Rico . . . . .	428,135	294,835
<i>Leather:—</i>		
Tanned:		
Total	kilogrammes 1,463,222	kilogrammes 1,427,581
To United Kingdom . . . . .	299,300	287,812
Turkey . . . . .	207,320	203,149
Algeria . . . . .	147,302	147,302
Germany . . . . .	126,546	126,546
Curried:		
Total	4,428,077	3,724,728
To United Kingdom . . . . .	1,532,469	1,393,573
Italy . . . . .	413,662	362,727
Turkey . . . . .	524,535	516,801
Switzerland . . . . .	240,494	226,084
<i>Leather Manufactures:—</i>		
Gloves:		
Total	429,523	418,426
To United Kingdom . . . . .	357,476	351,160
United States . . . . .	13,021	12,965
Germany . . . . .	12,736	10,862
Saddlery:		
Total	591,096	584,939
To Cuba and Porto Rico . . . . .	106,214	106,214
Spain . . . . .	40,915	40,653
Italy . . . . .	24,708	23,730
Egypt . . . . .	72,973	72,938
Brazil . . . . .	37,400	37,154
Turkey . . . . .	51,294	51,106
Peru . . . . .	52,134	52,134
Of other kinds:		
Total	2,802,651	2,613,293
To United Kingdom . . . . .	506,877	493,213
Brazil . . . . .	392,027	355,571
Algeria . . . . .	224,082	224,072
Cuba and Porto Rico . . . . .	146,807	138,668
Peru . . . . .	150,830	145,041
Turkey . . . . .	152,872	132,108

Principal Articles and Countries to which Exported		General Exports	Exports of French Produce
<i>Linen or Hempen Cloths:—</i>			
Plain, unbleached:		kilogrammes	kilogrammes
	Total . . . . .	3,336,932	2,819,875
To Algeria . . . . .		836,542	836,365
United Kingdom . . . . .		318,205	312,222
Italy . . . . .		241,701	134,531
Turkey . . . . .		169,213	168,875
Switzerland . . . . .		283,558	58,849
Bleached or half bleached:			
	Total . . . . .	853,446	319,332
To Brazil . . . . .		22,475	4,346
Spain . . . . .		85,250	17,299
Switzerland . . . . .		197,843	56,311
Italy . . . . .		273,846	88,303
Cambric and Lawn:			
	Total . . . . .	20,425	19,256
To United Kingdom . . . . .		8,879	8,782
Germany . . . . .		2,598	2,598
Belgium . . . . .		2,547	2,547
<i>Live Stock:—</i>			
Mules:		number	number
	Total . . . . .	20,406	20,264
To Spain . . . . .		13,390	13,378
Turkey . . . . .		4,290	4,290
Oxen, Bulls, and Cows:			
	Total . . . . .	38,455	37,793
To United Kingdom . . . . .		11,229	11,229
Belgium . . . . .		5,187	4,795
Spain . . . . .		5,813	5,782
Sheep and Lambs:			
	Total . . . . .	107,778	88,420
To United Kingdom . . . . .		21,146	21,146
Spain . . . . .		41,478	41,478
Belgium . . . . .		19,373	6,817
Swine:			
	Total . . . . .	70,893	70,366
To Switzerland . . . . .		26,491	26,321
United Kingdom . . . . .		32,909	32,876
Spain . . . . .		4,108	4,106
<i>Machinery, Steam:—</i>			
	Total . . . . .	kilogrammes 6,927,198	kilogrammes 1,004,020
To Spain . . . . .		2,709,401	184,308
Italy . . . . .		2,025,761	247,308
Egypt . . . . .		1,007,903	364,784



Principal Articles and Countries to which Exported		General Exports	Exports of French Produce
<i>Machinery</i> —continued			
Other than Steam :		kilogrammes	kilogrammes
	Total	11,221,667	4,352,863
To Switzerland . . . . .		2,070,493	175,618
Italy . . . . .		2,385,920	700,864
Spain . . . . .		1,893,889	592,012
United Kingdom . . . . .		920,788	797,955
Detached Pieces :			
	Total	24,314,392	1,882,711
To Egypt . . . . .		10,843,178	363,997
Spain . . . . .		5,670,489	355,014
Italy . . . . .		2,260,171	323,822
<i>Madder, Ground or in Strips</i> :—			
	Total	9,537,584	9,535,392
To United Kingdom . . . . .		3,425,099	3,425,099
Switzerland . . . . .		2,162,574	2,160,382
Germany . . . . .		1,202,255	1,202,255
United States . . . . .		2,538,762	2,538,762
<i>Medicines</i> :—			
	Total	2,020,367	1,990,762
To United Kingdom . . . . .		156,930	153,439
Belgium . . . . .		170,679	170,137
Brazil . . . . .		188,522	188,317
Italy . . . . .		119,655	116,572
Algeria . . . . .		185,426	185,401
Spain . . . . .		124,786	117,684
<i>Mercery</i> : Common :—			
	Total	7,308,233	7,088,887
To United Kingdom . . . . .		709,802	703,730
Spain . . . . .		856,805	801,443
Italy . . . . .		1,260,575	1,234,751
Belgium . . . . .		717,378	716,020
Germany . . . . .		627,770	626,511
Fine :			
	Total	4,561,610	4,345,598
To United Kingdom . . . . .		1,937,772	1,907,961
Germany . . . . .		1,200,230	1,199,258
<i>Metals</i> : Articles thereof :—			
Cast :			
	Total	13,433,699	2,366,343
To Spain . . . . .		2,220,287	195,307
Switzerland . . . . .		2,587,655	370,388
Algeria . . . . .		1,797,758	448,433
Italy . . . . .		1,834,070	280,236
Egypt . . . . .		1,394,498	130,545

Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
<i>Metals, Articles thereof—continued</i>		
Iron :	kilogrammes	kilogrammes
Total	31,724,957	6,196,260
To Spain . . . . .	9,142,473	748,361
Switzerland . . . . .	3,002,375	648,614
Algeria . . . . .	1,419,086	482,661
Italy . . . . .	4,055,790	576,298
Turkey . . . . .	3,155,866	395,726
Copper, Gilt :	Total	361,846
To United Kingdom . . . . .	234,531	232,728
„ Silvered :	Total	65,051
To Italy . . . . .	18,930	18,913
Spain . . . . .	10,224	9,916
„ Except Gilt and Silvered :	Total	2,304,430
To United Kingdom . . . . .	310,547	269,836
Italy . . . . .	309,019	268,810
Belgium . . . . .	299,291	298,189
Egypt . . . . .	188,491	162,273
Switzerland . . . . .	157,960	135,368
Spain . . . . .	389,869	358,074
<i>Millinery :—</i>	value—francs	value—francs
Total	12,197,383	12,112,104
To United Kingdom . . . . .	3,764,491	3,740,705
Belgium . . . . .	1,111,744	1,111,744
Germany . . . . .	1,640,337	1,639,747
Brazil . . . . .	1,855,348	1,840,050
<i>Paper :—</i>	kilogrammes	kilogrammes
Blank or ruled for music :	Total	8,687,898
To United Kingdom . . . . .	1,745,335	1,693,397
Brazil . . . . .	890,650	744,985
Spain . . . . .	1,183,524	1,143,784
Algeria . . . . .	253,387	253,277
Mexico . . . . .	616,908	528,093
Chili . . . . .	260,130	200,997
Belgium . . . . .	152,984	149,611
Italy . . . . .	586,755	571,501
Envelopes :	Total	2,618,711
To Algeria . . . . .	538,007	537,992
Peru . . . . .	308,528	190,371
Turkey . . . . .	338,300	336,876
Chili . . . . .	234,549	127,290
Brazil . . . . .	200,575	127,539

Principal Articles and Countries to which Exported		General Exports	Exports of French Produce
<i>Paper—continued</i>			
Hangings :	Total . . . . .	kilogrammes 2,348,920	kilogrammes 2,314,302
To United Kingdom . . . . .		388,405	387,361
Belgium . . . . .		198,279	194,329
Spain . . . . .		227,343	224,145
Italy . . . . .		263,839	262,304
Switzerland . . . . .		156,207	152,218
Peru . . . . .		127,247	126,773
<i>Perfumery :—</i>			
	Total . . . . .	3,151,584	3,104,797
To United Kingdom . . . . .		417,646	407,516
Germany . . . . .		108,629	108,464
Belgium . . . . .		248,854	248,850
Brazil . . . . .		329,651	326,350
Cuba and Porto Rico . . . . .		341,007	341,007
Algeria . . . . .		104,643	104,643
<i>Porcelain :—</i>			
Common :	Total . . . . .	4,289,164	4,271,250
To United States . . . . .		1,049,628	1,049,681
Belgium . . . . .		476,082	475,450
United Kingdom . . . . .		258,632	258,337
Fine :	Total . . . . .	1,957,881	1,930,778
To United Kingdom . . . . .		508,598	507,904
United States . . . . .		143,170	143,170
Belgium . . . . .		47,883	47,528
Italy . . . . .		205,835	205,080
Spain . . . . .		195,710	191,766
Holland . . . . .		67,781	67,781
<i>Prints and Engravings :—</i>			
	Total . . . . .	219,223	614,118
To United Kingdom . . . . .		75,752	74,128
Germany . . . . .		26,045	25,958
Spain . . . . .		24,013	22,666
Belgium . . . . .		23,184	22,845
<i>Silk :—</i>			
Pocket Handkerchiefs, Printed :	Total . . . . .	109,543	91,837
To Spain . . . . .		31,461	21,120
Italy . . . . .		31,033	29,537
Portugal . . . . .		8,019	7,904
Germany . . . . .		8,059	7,825

Principal Articles and Countries to which Exported		General Exports	Exports of French Produce
<i>Silk—continued</i>			
Other Stuffs, plain:		kilogrammes	kilogrammes
	Total . . . . .	2,581,000	2,093,751
To United States . . . . .		138,051	130,149
United Kingdom . . . . .		1,479,467	1,085,558
Switzerland . . . . .		113,713	109,556
Germany . . . . .		228,071	226,141
„ Figured:			
	Total . . . . .	184,883	180,410
To United States . . . . .		19,670	19,670
Spain . . . . .		15,542	15,190
Germany . . . . .		22,894	22,163
United Kingdom, Malta, and Gibraltar . . . . .		41,185	39,237
Italy . . . . .		28,164	27,599
Mixed Stuffs, not including Thread:			
	Total . . . . .	584,041	323,217
To United Kingdom . . . . .		362,253	137,047
Italy . . . . .		54,287	52,945
Switzerland . . . . .		19,495	17,771
Germany . . . . .		23,514	23,422
Crape:			
	Total . . . . .	11,736	8,816
To United States . . . . .		1,009	1,009
Germany . . . . .		2,657	2,516
Italy . . . . .		1,737	306
Turkey . . . . .		1,520	1,025
Egypt . . . . .		1,310	1,307
Tulle:		value—francs	value—francs
	Total . . . . .	9,040,800	6,935,280
Small Wares, of Pure Silk:		kilogrammes	kilogrammes
	Total . . . . .	100,834	97,833
To United States . . . . .		2,243	2,243
United Kingdom . . . . .		68,354	67,460
Belgium . . . . .		6,058	5,956
Spain . . . . .		4,442	3,214
Hosiery:			
	Total . . . . .	16,041	14,844
To United Kingdom . . . . .		10,085	10,006
Spain . . . . .		990	599
Ribbons, including Velvet:			
	Total . . . . .	953,388	451,167
To United Kingdom . . . . .		754,299	313,148
United States . . . . .		28,122	20,325

Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
<i>Silk</i> —continued		
Undyed, raw :		
Total . . . . .	kilogrammes 1,439,384	kilogrammes 935,541
To Italy . . . . .	423,224	270,317
United Kingdom . . . . .	307,947	162,079
Switzerland . . . . .	469,205	306,014
Thrown :		
Total . . . . .	237,184	166,813
To Italy . . . . .	27,577	27,577
United Kingdom . . . . .	81,813	47,983
Switzerland . . . . .	53,557	47,497
<i>Silver</i> :—		
Ingots, bars, and broken :		
Total . . . . .	hectogrammes 7,389,790	hectogrammes 6,705,333
To United Kingdom . . . . .	348,235	348,235
Malta and Gibraltar . . . . .	2,267,170	1,966,800
British East Indies . . . . .	3,397,390	3,248,790
Coin :		
Total . . . . .	9,925,337	8,803,938
To United Kingdom . . . . .	998,041	962,041
Malta and Gibraltar . . . . .	1,884,520	1,417,020
British East Indies . . . . .	3,662,520	3,420,140
Belgium . . . . .	962,733	962,733
<i>Soap</i> :—		
Total . . . . .	kilogrammes 10,602,074	kilogrammes 10,562,883
To Switzerland . . . . .	1,276,256	1,271,591
United States . . . . .	978,922	978,922
Algeria . . . . .	3,095,193	3,095,193
<i>Sugar, Refined</i> :—		
Total . . . . .	90,494,452	88,599,888
To Italy . . . . .	26,174,108	26,147,594
Turkey . . . . .	12,795,240	12,662,345
Algeria . . . . .	5,739,303	5,733,459
Switzerland . . . . .	8,828,752	7,507,699
<i>Sugar, Raw</i> :—		
French colonial :		
Total . . . . .	1,074,875	24,446
To Algeria . . . . .	652,211	—
United Kingdom . . . . .	206,428	22,071
Foreign :		
Total . . . . .	8,525,807	34,405
To United Kingdom . . . . .	3,037,627	28,845
Italy . . . . .	1,921,355	422

Principal Articles and Countries to which Exported		General Exports	Exports of French Produce
<i>Sugar—continued</i>			
Home grown :		kilogrammes	kilogrammes
	Total . . . . .	9,287,167	9,286,348
To United Kingdom . . . . .		5,405,014	5,405,014
Spain . . . . .		3,317,834	3,317,834
<i>Syrups and Confectionery :—</i>			
	Total . . . . .	1,347,419	1,294,999
To United Kingdom . . . . .		177,072	176,232
Spain . . . . .		82,123	80,260
Venezuela . . . . .		69,276	67,132
Germany . . . . .		79,568	61,563
<i>Tallow :—</i>			
	Total . . . . .	5,499,507	4,486,198
To Switzerland . . . . .		2,599,185	1,670,455
Belgium . . . . .		471,028	468,731
Algeria . . . . .		623,679	623,463
Réunion . . . . .		366,779	366,779
<i>Tobacco, manufactured :—</i>			
	Total . . . . .	1,212,118	344,509
To United Kingdom . . . . .		131,625	20,532
Switzerland . . . . .		129,692	2,582
Algeria . . . . .		97,284	71,492
Italy . . . . .		84,371	11,054
Rio de la Plata . . . . .		84,862	8,511
<i>Toys :—</i>			
	Total . . . . .	1,465,433	1,270,866
To United Kingdom . . . . .		265,479	259,705
Spain . . . . .		306,791	226,641
Belgium . . . . .		104,419	104,369
Cuba and Porto Rico . . . . .		76,916	70,646
<i>Wheat :—</i>			
	Total . . . . .	quintaux métriques 910,253	quintaux métriques 831,197
To United Kingdom . . . . .		261,270	249,759
Switzerland . . . . .		313,990	264,979
Holland . . . . .		227,193	223,662
<i>Wheat Flour :—</i>			
	Total . . . . .	1,717,617	498,200
To United Kingdom . . . . .		978,749	281,890
Switzerland . . . . .		222,867	57,810
<i>Pulse :—</i>			
	Total . . . . .	kilogrammes 17,450,966	kilogrammes 17,360,845
To United Kingdom . . . . .		11,520,653	11,519,044
Switzerland . . . . .		905,539	896,565
Belgium . . . . .		909,654	909,654
Algeria . . . . .		931,064	916,391

Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
Seed for sowing :—	kilogrammes	kilogrammes
Total . . . . .	14,724,680	14,346,879
To United Kingdom . . . . .	9,879,240	9,877,758
Germany . . . . .	2,080,142	2,042,599
<i>Wine</i> :—	hectolitres	hectolitres
Of the Gironde, in casks :	684,376	684,376
Total . . . . .	684,376	684,376
To United States . . . . .	69,823	69,823
Belgium . . . . .	52,552	52,552
Hanse Towns . . . . .	63,009	63,009
Uruguay . . . . .	63,802	63,802
Rio de la Plata . . . . .	113,458	113,458
Of other growths :		
Total . . . . .	1,430,257	1,418,418
To Italy . . . . .	320,087	319,796
Switzerland . . . . .	300,415	299,732
Algeria . . . . .	302,820	302,812
Belgium . . . . .	77,978	77,932
Of the Gironde, in bottles :		
Total . . . . .	67,006	67,006
To United States . . . . .	18,873	18,873
United Kingdom . . . . .	11,508	11,508
British East Indies . . . . .	3,126	3,126
Cuba and Porto Rico . . . . .	2,281	2,281
Mexico . . . . .	5,978	5,988
Sweet (vins de liqueur):		
In casks :		
Total . . . . .	21,258	16,631
To Algeria . . . . .	6,865	6,812
Brazil . . . . .	4,457	4,403
United States . . . . .	1,750	1,422
United Kingdom . . . . .	1,182	775
In bottles :		
Total . . . . .	82,813	82,396
To United Kingdom . . . . .	30,877	30,758
Belgium . . . . .	17,324	17,321
Russia . . . . .	4,967	4,965
Of other growths :		
Total . . . . .	69,550	67,310
To United States . . . . .	8,599	8,528
United Kingdom . . . . .	20,031	19,708
Germany . . . . .	5,324	5,319
Belgium . . . . .	2,323	2,317
Russia . . . . .	2,864	2,860

Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
<i>Wines and Spirits:—</i>		
<b>Brandy:</b>		
Total . . . . .	hectolitres 230,337	hectolitres 229,923
To United Kingdom . . . . .	146,454	146,440
United States . . . . .	10,818	10,788
Algeria . . . . .	15,613	15,612
<b>Spirits of wine (alcohol pure):</b>		
Total . . . . .	72,409	16,492
To Spain . . . . .	22,931	282
Italy . . . . .	9,844	1,834
Turkey . . . . .	9,970	38
<b>Liqueurs:</b>		
Total . . . . .	litres 1,660,451	litres 1,437,733
To Mexico . . . . .	117,422	66,831
Switzerland . . . . .	117,905	116,647
Rio de la Plata . . . . .	120,626	115,942
Turkey . . . . .	116,390	104,064
Italy . . . . .	108,876	92,693
<b>Woollen Goods:—</b>		
<b>Merinos:</b>		
Total . . . . .	kilogrammes 1,878,999	kilogrammes 1,835,503
To United Kingdom . . . . .	1,229,490	1,226,926
Italy . . . . .	175,607	166,535
Spain . . . . .	113,434	107,930
<b>Cloths:</b>		
Total . . . . .	5,174,115	2,958,448
To Spain . . . . .	254,862	153,386
Switzerland . . . . .	545,359	235,779
Turkey . . . . .	366,078	129,241
Germany . . . . .	238,924	233,827
Mexico . . . . .	281,433	245,740
Italy . . . . .	1,312,611	678,545
United Kingdom . . . . .	320,813	185,247
Belgium . . . . .	235,935	221,521
<b>Stuffs of various kinds:</b>		
Total . . . . .	3,966,989	3,543,411
To United States . . . . .	101,971	98,939
United Kingdom . . . . .	1,253,072	1,224,232
Belgium . . . . .	364,424	359,358
Germany . . . . .	201,289	199,419
Italy . . . . .	326,954	268,599
Switzerland . . . . .	269,270	97,563



Principal Articles and Countries to which Exported	General Exports	Exports of French Produce
<i>Woollen Goods—continued</i>		
Shawls, worked and figured:		
Total	kilogrammes 448,820	kilogrammes 344,506
To Germany . . . . .	47,448	46,889
Belgium . . . . .	26,954	26,852
United Kingdom . . . . .	80,508	75,854
Switzerland . . . . .	28,723	27,727
Spain . . . . .	21,799	19,232
Brazil . . . . .	40,598	17,393
Chili . . . . .	34,894	15,613
Hosiery:		
Total	355,365	266,932
To Algeria . . . . .	53,439	52,686
Turkey . . . . .	41,709	36,483
Egypt . . . . .	39,545	17,091
Italy . . . . .	42,461	27,535
Switzerland . . . . .	33,960	29,348
Small wares:		
Total	368,680	156,696
To Spain . . . . .	97,122	34,195
United Kingdom . . . . .	62,174	27,033
Mexico . . . . .	20,650	3,310
Belgium . . . . .	18,842	18,493
Mixed stuffs:		
Total	5,585,322	4,288,989
To Switzerland . . . . .	654,355	291,384
United Kingdom . . . . .	1,025,820	981,319
Belgium . . . . .	356,036	350,626
Spain . . . . .	644,031	477,358
Italy . . . . .	1,332,137	1,012,898

## CHAPTER III.

## Trade with the United Kingdom.

## A. Imports from the United Kingdom.

THE following table gives the declared value of the principal articles of British and Irish produce and manufacture imported into France from the United Kingdom in each of the years 1864 and 1865, showing the increase or decrease of each article in 1865, as

compared with 1864. The figures are taken from the returns of the British Commissioners of Customs (Tenth Report on the Customs, London, 1866):—

Articles of British and Irish Produce and Manufacture	1864	1865	Increase or Decrease in 1865, as compared with 1864	
			Increase	Decrease
	£	£	£	£
Alkali, soda . . . . .	65,878	61,092	—	4,786
Apparel and haberdashery .	125,026	162,549	37,523	—
Beer and ale . . . . .	26,612	28,263	1,651	—
Caoutchouc, manufactures of	126,116	134,159	8,043	—
Cement . . . . .	99,319	62,745	—	36,574
Coals, cinders, and culm .	623,139	731,598	108,459	—
Corn:—				
Wheat . . . . .	20,371	8,450	—	11,921
Wheat flour . . . . .	12	37	25	—
Cotton:—				
Yarn . . . . .	168,010	286,416	118,406	—
Piece goods . . . . .	520,846	599,388	78,542	—
Hosiery small wares . . .	118,142	134,657	16,515	—
Drugs and chemical products	100,126	95,754	—	4,372
Earthenware and porcelain	53,937	52,533	—	1,404
Hardware and cutlery . . . .	218,469	253,074	34,605	—
Horses . . . . .	55,543	55,769	226	—
Linen:—				
Yarn . . . . .	129,273	280,707	151,434	—
Piece goods . . . . .	205,830	191,961	—	13,869
Machinery:—				
Steam engines . . . . .	8,180	21,816	13,636	—
Other sorts . . . . .	365,439	356,177	—	9,262
Metals:—				
Copper, wrought and un-				
wrought . . . . .	348,913	325,693	—	23,220
Iron, wrought and un-				
wrought . . . . .	630,787	616,244	—	14,543
Lead and shot . . . . .	70,476	94,544	24,068	—
Tin, unwrought . . . . .	145,412	101,358	—	44,054
Tin plates . . . . .	59,411	65,127	5,716	—
Zinc, wrought and un-				
wrought . . . . .	7,519	3,071	—	4,448
Naptha, paraffine oil, &c. . .	81,515	42,177	—	39,338
Oil seed . . . . .	261,088	375,888	114,800	—
Painters' colours . . . . .	38,602	35,780	—	2,822
Silk:—				
Yarn . . . . .	152,580	119,017	—	33,563
Thrown . . . . .	153,470	100,775	—	52,695
Manufactures . . . . .	191,134	162,981	—	28,153
Spirits, British . . . . .	80,096	4,128	—	75,968
Telegraphic wire and ap-				
paratus . . . . .	13,787	124	—	13,663

Articles of British and Irish Produce and Manufacture	1864	1865	Increase or Decrease in 1865, as compared with 1864	
			Increase	Decrease
	£	£	£	£
Wool, sheep and lambs' . . . . .	318,301	312,461	—	5,840
Woollen yarn . . . . .	340,640	423,048	82,408	—
Woollen manufactures:—				
Cloths, coatings, &c. . . . .	187,962	257,579	69,617	—
Worsted stuffs . . . . .	1,020,610	1,331,882	311,272	—
Flannels and carpets . . . . .	80,717	55,086	—	25,631
Of other sorts . . . . .	29,910	39,398	9,488	—
All other articles . . . . .	944,163	1,051,377	107,214	—
Total . . . . .	8,187,361	9,034,883	1,293,648	446,126
			446,126	
Net increase in 1865, as compared with 1864 . . . . .			847,522	

It will be seen from the above statement, that more than one-fourth of the value of the imports of British and Irish produce and manufacture from the United Kingdom into France is represented by cotton and woollen manufactures, and that these articles, as the most important, are also the most increasing in value. Comparing the returns of 1865 with those of 1860—instead of 1864—the increase in the imports of British cotton piece goods into France amounted to 392,539*l.*, and of cotton yarns to 235,957*l.*; while in woollen coatings the increase amounted to 221,043*l.*, and in woollen worsted stuffs to not less than 1,097,721*l.*

The comparative increase of the imports of British and Irish produce and manufactures into France in the years 1860 to 1865, will be seen in the subjoined statement, which gives the total value of these imports in each of the six years:—

1860 . . . . .	£ 5,249,980	1863 . . . . .	£ 8,673,309
1861 . . . . .	8,895,588	1864 . . . . .	8,187,361
1862 . . . . .	9,209,367	1865 . . . . .	9,034,883
Increase in 1865 over 1860 . . . . .		72 per cent.	

The following table gives the computed real value of foreign and colonial merchandise imported into France from the United Kingdom in each of the years 1863, 1864, and 1865 (Tenth Report on the Customs, London, 1866):—

Articles of Foreign and Colonial Merchandise	1863	1864	1865
	£	£	£
Bacon and hams . . . . .	99,081	35,664	1,178
Bark, Peruvian . . . . .	18,833	20,198	22,295
Camphor, refined and unrefined . . . . .	33,628	38,667	20,669

Articles of Foreign and Colonial Merchandise	1863	1864	1865
	£	£	£
Caoutchouc . . . . .	63,346	62,373	45,529
Cochineal . . . . .	41,828	26,566	42,694
Cocoa . . . . .	10,357	8,969	11,781
Coffee . . . . .	482,467	322,669	622,994
Copper, unwrought and part wrought	271,748	461,691	543,456
Corn :—			
Wheat . . . . .	23,983	1,901	3
Wheat flour . . . . .	5,540	1,128	65
Cotton, raw :—			
Produce of United States . . . . .	329,259	445,836	427,281
" Brazil . . . . .	50,820	68,082	51,388
" Egypt . . . . .	149,426	433,938	334,197
" British India . . . . .	4,582,548	3,463,217	3,855,691
" Other countries . . . . .	205,490	829,349	531,336
Flax, dressed and undressed . . . . .	26,994	33,616	49,500
Guano . . . . .	11,637	6,289	575
Gum, lac, viz., shell-lac . . . . .	33,411	33,691	24,929
Hair manufactures . . . . .	92,793	49,299	109,448
Hemp and other like substances (except jute) . . . . .	27,730	35,430	38,502
Hemp, jute . . . . .	183,266	257,034	300,288
Hides, untanned . . . . .	86,428	101,051	42,801
Indigo . . . . .	75,033	158,245	148,296
Oil :—			
Cocoa-nut . . . . .	26,595	33,934	25,007
Palm . . . . .	33,812	23,608	28,791
Quicksilver . . . . .	37,439	34,963	37,081
Rice . . . . .	201,571	62,953	35,706
Seeds :—			
Flax, linseed, and rapeseed . . . . .	180,154	196,746	227,885
For expressing oil therefrom . . . . .	58,429	123,613	67,685
Silk :—			
Raw . . . . .	3,285,348	3,545,919	3,267,295
Thrown . . . . .	310,805	511,336	587,583
Skins, goat, raw and tanned . . . . .	63,724	43,878	40,636
Sugar, unrefined . . . . .	174,471	53,364	11,505
Tallow . . . . .	5,947	699	1,233
Teeth, elephants' . . . . .	64,752	81,874	77,472
Tin, unwrought . . . . .	84,588	96,848	53,131
Wine . . . . .	53,284	51,655	51,101
Wool, sheep and lambs' . . . . .	2,190,434	3,053,176	3,663,122
Other articles . . . . .	944,258	828,573	856,486
Total . . . . .	14,621,257	15,638,042	16,156,615

The subjoined table gives the quantities as well as the value of the principal articles of British and Irish produce and manufactures imported into France from the United Kingdom in the year 1864. The figures in this and the next table are taken from the 'Annual

Statement of the Trade and Navigation of the United Kingdom, issued by the Board of Trade (presented to both Houses of Parliament in 1866):—

Articles of British and Irish Produce and Manufactures	Quantities	Value
	cwts.	£
Alkali soda . . . . .	170,260	65,878
Apparel and haberdashery . . . . .	—	125,026
Caoutchouc, manufactures of . . . . .	—	126,116
	cwts.	
Cement . . . . .	896,391	99,319
	tons	
Coals, cinders, and culm . . . . .	1,447,494	623,139
	cwts.	
Copper, wrought and unwrought . . . . .	74,036	348,913
Corn :—		
Wheat . . . . .	38,051	20,371
Wheat flour . . . . .	14	12
	lbs.	
Cotton yarn . . . . .	854,636	168,010
Cottons :—	yards	
Entered by the yard . . . . .	19,657,677	520,846
" at value . . . . .	—	118,142
Drugs and chemical products . . . . .	—	100,126
Earthenware and porcelain . . . . .	—	53,937
	cwts.	
Hardwares and cutlery, unenumerated . . . . .	16,832	108,364
	number	
Horses . . . . .	2,010	55,543
	tons	
Iron, wrought and unwrought . . . . .	142,356	630,787
Lead and shot . . . . .	3,335	70,476
	lbs.	
Linen yarn . . . . .	988,558	129,273
Linens :—	yards	
Entered by the yard . . . . .	3,607,920	205,830
" at value . . . . .	—	8,232
Machinery :—		
Steam engines . . . . .	—	8,180
All other sorts . . . . .	—	365,439
	gallons	
Naphtha, paraffine oil, petroleum, &c. . . . .	579,904	81,515
Oil seed . . . . .	1,811,795	261,088
Painters' colours (not otherwise described) . . . . .	—	38,602
Plate, plated ware, jewellery, and watches . . . . .	—	10,501
	cwts.	
Saltpetre . . . . .	939	970
Silk :—	lbs.	
Yarn . . . . .	298,101	152,580
Thrown . . . . .	117,653	153,470
Manufactures . . . . .	—	191,134
	gallons	
Spirits, British and Irish . . . . .	714,683	80,096
Telegraphic wire, &c. . . . .	—	13,787

Articles of British and Irish Produce and Manufactures	Quantities	Value
	cwts.	£
Tin, unwrought . . . . .	26,735	145,412
Tin plates . . . . .	—	59,411
	lbs.	
Wool, sheep and lambs' . . . . .	3,584,844	318,301
Woollen and worsted yarn . . . . .	1,773,339	340,640
Woollens:—		
Entered by the yard (including those formerly entered by the piece . . . . .)	yards 18,866,468	1,289,952
Entered at value . . . . .	—	29,607
All other articles . . . . .	—	1,068,696
Total . . . . .	—	8,187,361

The subjoined table gives the quantities as well as the value of the principal articles of foreign and colonial produce imported into France from the United Kingdom in the year 1864:—

Articles of Foreign and Colonial Merchandise	Quantities	Value
	cwts.	£
Bacon . . . . .	9,124	19,464
Bark, Peruvian . . . . .	3,226	20,198
Camphor, refined and unrefined . . . . .	7,420	38,667
Caoutchouc . . . . .	8,816	62,373
Cochineal . . . . .	1,508	26,566
	lbs.	
Cocoa . . . . .	344,406	8,969
Coffee . . . . .	9,727,388	322,669
	cwts.	
Copper, unwrought and part wrought . . . . .	95,840	461,691
Corn:—		
Wheat . . . . .	4,128	1,901
Wheat flour . . . . .	1,799	1,128
Cotton, raw . . . . .	561,045	5,240,422
	lbs.	
Feathers, ostrich, black and white . . . . .	4,790	17,301
	cwts.	
Flax, dressed and undressed . . . . .	12,547	33,616
Gum-lac, shell-lac . . . . .	5,542	33,691
Hair, manufactures of:—		
Goats' wool . . . . .	—	49,299
Other sorts . . . . .	—	—
	cwts.	
Hams . . . . .	7,336	16,200
Hemp, dressed and undressed . . . . .	257,030	292,069
Hides, not tanned . . . . .	33,651	101,051
Indigo . . . . .	5,365	158,245
	tons	
Nuts for expressing oil . . . . .	1,146	20,513
Oil:—	cwts.	
Cocoa-nut . . . . .	17,782	33,934
Palm . . . . .	14,025	23,608

Articles of Foreign and Colonial Merchandise	Quantities	Value
	tuns	£
Oil seed, of all kinds . . . . .	144	5,183
Petroleum, refined and unrefined. . . . .	623	10,924
Quicksilver . . . . .	lbs. 325,865	34,963
Rice, not in the husk . . . . .	cwt. 111,094	62,953
Seeds:—		
Clover . . . . .	quarters 293	797
Flax and linseed . . . . .	25,024	68,399
Poppy . . . . .	11,865	31,244
Sesamum . . . . .	2,918	8,645
For expressing oil therefrom . . . . .	48,715	123,613
Rape . . . . .	48,357	128,347
Silk:—	cwt.	
Knubs and husks . . . . .	536	7,086
Raw . . . . .	lbs. 3,163,645	3,545,919
Thrown . . . . .	303,764	511,336
Silk manufactures:—		
Bandannas, corahs, choppas, Tussore cloths, romals, and taffaties . . . . .	pieces 5,919	5,418
Broadstuffs and ribbons . . . . .	lbs. 9,747	24,810
Skins, goat . . . . .	number 450,743	43,878
Spirits:—	proof gallons	
Rum . . . . .	40,450	3,565
Unenumerated, not sweetened . . . . .	4,656	313
Sponge . . . . .	lbs. 111,709	8,869
Sugar, unrefined . . . . .	cwt. 38,849	53,364
Tallow . . . . .	341	699
Teeth, elephants' . . . . .	2,575	81,874
Tin, unwrought . . . . .	19,099	96,848
Whalefins . . . . .	tons 13	5,025
Wine . . . . .	gallons 153,893	51,655
Wool, sheep and lambs' . . . . .	lbs. 38,132,271	3,053,176
All other articles . . . . .	—	685,553
Total . . . . .	—	15,638,031

The value of the total imports into France from the United Kingdom, including foreign and colonial merchandise, as well as articles of British and Irish produce and manufactures, amounted to 12,701,372*l.* in 1860; to 17,427,413*l.* in 1861; to 21,765,669*l.* in 1862; to 23,294,566*l.* in 1863; to 23,825,392*l.* in 1864; and to 25,191,498*l.* in 1865. It will be seen, from this summary, that

the value of the imports very nearly doubled in the course of six years—that is, since the conclusion of the Treaty of Commerce between France and the United Kingdom, January 23, 1860.

*B. Exports to the United Kingdom.*

The following table gives the computed real value of the exports from France to the United Kingdom in each of the years 1863, 1864, and 1865, distinguishing the principal articles, exclusive of corn, meal, and flour. The figures are taken from the returns of the British Commissioners of Customs (Tenth Report on the Customs, London, 1866):—

Exports	1863	1864	1865
	£	£	£
Brass and bronze manufactures . . . . .	132,853	99,564	71,459
Butter . . . . .	611,246	858,793	1,867,085
China and porcelain ware . . . . .	105,343	98,559	87,689
Clocks and watches, viz. :—			
Clocks . . . . .	188,909	184,521	159,472
Watches . . . . .	250,423	228,217	249,662
Cotton, raw . . . . .	160,108	628,339	200,740
Cotton manufactures . . . . .	553,602	411,205	377,647
Eggs . . . . .	563,354	713,570	850,959
Flax, undressed . . . . .	182,397	119,668	60,920
Flowers, artificial . . . . .	302,156	302,464	295,272
Fruit, raw . . . . .	182,807	171,788	122,150
Garancine . . . . .	140,161	172,382	133,196
Glass, plate . . . . .	63,641	95,024	96,095
Hides, tanned . . . . .	177,660	184,321	224,614
Leather manufactures, viz. :—			
Gloves . . . . .	849,224	1,047,738	950,339
Boots and shoes . . . . .	92,985	37,461	43,924
Boot fronts . . . . .	58,195	17,326	5,934
Madder and madder root . . . . .	164,062	158,048	188,889
Oil, rape . . . . .	159,939	109,678	183,071
Oil-seed cakes . . . . .	149,948	153,335	251,092
Oil or spirit of turpentine . . . . .	320,177	330,524	264,274
Platting of straw, chip, or other materials . . . . .	113,118	68,881	98,721
Potatoes . . . . .	176,970	94,137	114,268
Resin . . . . .	496,477	533,399	428,311
Seeds, clover. . . . .	98,752	220,156	414,852
Silk :—			
Raw . . . . .	1,788,053	1,157,619	3,050,007
Waste, knubs and husks . . . . .	216,631	184,473	403,230
Thrown . . . . .	79,157	106,939	113,133
Silk manufactures of Europe . . . . .	5,213,852	5,979,611	6,781,577
Spirits, viz., brandy . . . . .	1,095,885	1,490,531	826,422



Exports	1863	1864	1865
	£	£	£
Sugar, refined and unrefined . . . . .	375,330	702,160	1,167,003
Wine . . . . .	697,742	792,859	865,747
Wool, sheep and lambs' . . . . .	251,477	399,425	132,288
Woollen manufactures . . . . .	1,357,909	1,210,305	1,189,701
All other articles except corn . . . . .	4,539,731	4,700,183	5,509,311
Total (exclusive of corn, meal, and flour) . . . . .	21,910,274	23,763,203	27,779,054

The subjoined table shows the quantities as well as the value of all the principal articles exported from France to the United Kingdom in the year 1864. The figures are taken from the 'Annual Statement of the Trade and Navigation of the United Kingdom,' issued by the Board of Trade (presented to both Houses of Parliament in 1866):—

Exports	Quantities	Value
Animals, living:—	number	£
Oxen and bulls . . . . .	2,760	43,931
Cows and calves . . . . .	1,378	16,914
Horses . . . . .	202	8,747
Swine and hogs . . . . .	23,820	54,439
Asphaltum or bitumen judaicum . . . . .	tons 693	6,930
Books . . . . .	cwts. 2,595	43,695
Bronze, manufactures of, or of metal bronzed or lacquered . . . . .	—	72,033
Butter . . . . .	cwts. 163,020	858,793
Buttons and studs . . . . .	—	44,495
China ware, porcelain and earthenware . . . . .	cwts. 9,345	100,567
Clocks . . . . .	number 88,554	184,521
Corks, ready-made . . . . .	lbs. 1,074,860	58,222
Corn:—	cwts.	
Wheat . . . . .	587,105	276,217
Barley . . . . .	600,451	209,883
Oats . . . . .	49,116	16,180
Peas and beans . . . . .	201,915	80,133
Maize, or Indian corn . . . . .	167,129	54,247
Other kinds . . . . .	20,186	6,793
Wheatmeal and flour . . . . .	1,813,854	1,234,053
Cotton, raw . . . . .	lbs. 47,569	628,339
Cotton yarn, and cotton yarn waste . . . . .	lbs. 1,875,620	51,465
Cotton manufactures . . . . .	—	411,182
Cream of tartar . . . . .	cwts. 14,599	79,494

Exports	Quantities	Value
Eggs	2,393,521	713,570
Embroidery and needlework	—	19,067
Fish	21,209	88,663
Flax	33,193	126,646
Flowers, artificial	—	302,464
Fruit:—	bushels	
Apples, raw	266,645	33,885
Raw, unenumerated	—	56,608
Furniture and cabinet ware of wood (not distinguished in the entries before 1861)	—	73,761
Garancine	24,626	172,382
Glass:—		
Plate	19,292	95,024
Flint, cut and uncut	11,299	32,806
Hair, cow, ox, bull, or elk	25,882	126,212
Hats or bonnets of straw	49,223	147,669
Hemp—jute yarn	1,265,317	58,159
Hides:—	cwts.	
Not tanned	16,581	38,600
Tanned, tawed, curried, or dressed	2,037,928	184,321
Hops	10,109	56,380
Iron and steel, wrought or manufactured	—	46,702
Jute. See Hemp		
Lace, of all kinds	—	80,162
Leather manufactures:—	pairs	
Gloves	9,671,970	1,047,738
Boots, shoes, and galoshes	163,752	37,461
Boot fronts	149,316	17,326
Linen manufactures	—	35,311
Madder	67,594	143,630
Madder root	6,790	14,418
Musical instruments	—	153,084
Oil:—	tons	
Olive	688	38,815
Rapeseed	2,579	109,678
Oil of turpentine	93,734	330,524
Oil-seed cake	21,684	153,335
Onions	106,663	94,126
Paper:—	cwts.	
Hangings	5,183	21,767
Of other sorts (including pasteboard)	31,128	70,576
Plating of straw, chip, and other materials	153,141	92,518

Exports	Quantities	Value
Potatoes . . . . .	cwts. 566,314	£ 94,625
Prints and drawings . . . . .	—	10,556
Quinine, sulphate of . . . . .	ounces 188,996	55,968
Rags and other materials for making paper . . . . .	tons 2,838	52,779
Resin . . . . .	cwts. 336,494	533,399
Seeds:—		
Clover . . . . .	80,665	220,156
Grass . . . . .	62,680	74,128
Trefoil . . . . .	24,017	27,279
Silk:—	lbs.	
Raw . . . . .	829,913	1,157,619
Waste, knubs, and husks . . . . .	cwts. 14,114	184,473
Thrown . . . . .	lbs. 63,389	106,939
Manufactures:		
Stuffs and ribbons . . . . .	2,043,204	4,948,585
Plush for making hats . . . . .	95,280	133,392
Unenumerated . . . . .	—	898,837
Skins, kid, tanned or tawed . . . . .	number 325,785	28,507
Spirits:—	gallons	
Brandy . . . . .	4,792,579	1,490,531
Sugar:—	cwts.	
Unrefined . . . . .	179,952	249,740
Refined and candy . . . . .	261,954	455,757
Watches . . . . .	number 131,698	228,217
Wine . . . . .	gallons 2,723,233	792,859
Wool:—	lbs.	
Goats, or hair . . . . .	138,966	18,604
Sheep and lambs' . . . . .	4,262,642	399,425
Woollen rags . . . . .	tons 2,197	64,043
Woollen rags, torn up to be used as wool (not distinguished from wool in the entries before 1861 . . . . .)	lbs. 411,264	9,196
Woollen manufactures . . . . .	—	1,210,305
Yarn:—		
Cable . . . . .	3,042,882	51,107
Linen . . . . .	1,475,570	109,680
<i>See also Cotton and Hemp.</i>		
All other articles . . . . .	—	2,679,366
Total . . . . .	—	25,640,733

The total value of the exports from France to the United Kingdom amounted to 17,774,037*l.* in 1860; to 17,826,646*l.* in 1861; to 21,675,516*l.* in 1862; to 24,025,717*l.* in 1863; to

25,640,733*l.* in 1864; and to 31,645,210*l.* in 1865. It will be seen, from this summary, that the value of the exports from France to the United Kingdom increased to the amount of 78 per cent. in the six years 1860 to 1866, or since the conclusion of the Treaty of Commerce.

## CHAPTER IV.

## Customs Duties on Imports and Exports.

THE following table gives the amount of Customs duties received on the principal articles imported into France in each of the years 1863 and 1864:—

Principal Articles	1863	1864
Animals:—	francs	francs
Horses, geldings . . . . .	219,600	231,450
Cows . . . . .	85,279	89,554
Sheep and lambs . . . . .	171,672	198,201
Cheese . . . . .	635,411	666,052
Wool, raw . . . . .	153,509	152,133
Silk, ferret, raw . . . . .	528,145	458,172
Tallow and lard . . . . .	152,290	26,090
Guano . . . . .	1,075,195	1,033,472
Wheat . . . . .	965,080	123,260
Rice . . . . .	818,259	370,829
Fruit:—		
Fresh, oranges, lemons . . . . .	1,717,374	1,408,321
Dried . . . . .	482,714	346,751
Arachis (earth nut) oleaginous . . . . .	11,281	37,784
Oleaginous seed:—		
Sesame . . . . .	14,292	32,785
Linseed . . . . .	17,628	56,071
Sugar, raw:—		
Of French possessions . . . . .	45,692,876	27,796,069
Of Foreign „ . . . . .	48,162,338	40,047,091
Cocoa . . . . .	1,648,573	1,705,122
Coffee . . . . .	20,308,866	20,676,694
Pepper . . . . .	1,085,674	1,422,830
Tea . . . . .	320,650	333,312
Tobacco, unmanufactured . . . . .	440,549	1,001,764
Cigars . . . . .	545,588	547,788
Sponge . . . . .	89,748	85,454
Gums, pure . . . . .	58,148	56,113
Resin, indigenous . . . . .	7,539	4,944
Oil:—		
Olive . . . . .	1,030,078	766,336

Principal Articles	1863	1864
Oil:—	francs	francs
Palm, cocoa-nut . . . . .	98,071	70,593
Seed . . . . .	278,717	434,952
Cotton, raw . . . . .	216,666	271,656
Hops . . . . .	506,801	505,107
Timber, sawn, of less than 3½ inches in thickness . . . . .	475,720	453,581
Coal . . . . .	7,979,080	6,493,735
Coke . . . . .	993,342	797,074
Marble, white, in blocks . . . . .	261,937	108,864
Iron:—		
Pig . . . . .	3,916,716	781,351
Bar . . . . .	169,000	12,791
Rails . . . . .	379,325	26,195
Steel:—		
Bar . . . . .	199,373	81,380
Sheet . . . . .	190,287	80,636
Lead, raw . . . . .	505,566	968,200
Potash . . . . .	1,828	1,357
Cochineal . . . . .	33,825	25,215
Indigo . . . . .	21,939	50,101
Brandy, Rum . . . . .	291,499	442,633
Spirits of all kinds . . . . .	294,069	496,832
Porcelain . . . . .	110,960	80,829
Machinery . . . . .	1,197,097	1,120,632
Yarn, all kinds . . . . .	1,487,556	1,265,540
Woven fabrics:—		
Linen and hempen . . . . .	1,395,817	1,447,424
Silk . . . . .	290,781	239,005
Woollen . . . . .	4,780,965	4,198,303
Cotton . . . . .	961,223	993,169
Other kinds . . . . .	361,475	308,495

The total amount of duties collected by the Customs administration of France in each of the three years 1863, 1864, and 1865, is given in the subjoined statement:—

	1863	1864
Customs duties:—	francs	francs
Imports . . . . .	166,286,134	133,413,533
Exports . . . . .	800,554	333,610
Navigation dues . . . . .	4,335,617	4,203,362
Other dues . . . . .	1,503,721	726,445
Total . . . . .	172,926,026	138,676,950
Tax on the consumption of salt . . . . .	22,568,198	23,189,821
Total . . . . .	195,494,224	161,866,771
	£7,819,769	£6,474,671

Compared with the United Kingdom, the revenue derived by France from Customs duties is very small, as will be seen from the following summary of the gross and net receipts of the Customs of Great Britain and Ireland:—

	1863	1864
	£	£
Gross receipt . . . . .	23,588,932	22,498,210
Deduct drawbacks and repayments . . . . .	371,295	204,707
Net Receipt . . . . .	23,217,637	22,293,503

For particulars concerning the Customs tariff of France, see the Appendix, '*Treaty of Commerce between France and Great Britain*, signed at Paris January 23, 1860.'

**PART IV.**  
**SHIPPING AND RAILWAYS.**

**CHAPTER I.**

**Shipping.**

*A. State of Mercantile Navy.*

THE following tables give the total number and tonnage of the effective merchant vessels which belonged to France on the 31st of December in each of the years 1862, 1863, and 1864 ; distinguishing the vessels belonging to ports on the Atlantic and to ports on the Mediterranean. The first table shows the number of sailing vessels, and the second the number of steamers :—

Year 31st of December	Sailing Vessels					
	Ports				Total	
	On the Atlantic		On the Mediterranean			
	Vessels	Tons	Vessels	Tons	Vessels	Tons
1862	11,207	715,573	3,587	188,017	14,794	903,590
1863	11,207	714,891	3,539	185,381	14,746	900,272
1864	11,311	717,882	3,509	182,753	14,820	900,635

Year 31st of December	Steamers					
	Ports				Total	
	On the Atlantic		On the Mediterranean			
	Vessels	Tons	Vessels	Tons	Vessels	Tons
1862	166	21,300	171	57,681	338	78,981
1863	173	23,064	173	61,899	346	84,963
1864	178	28,635	186	69,249	364	97,884

Adding together the sailing vessels and steamers, the total mercantile navy of France consisted of 15,132 vessels, of a burthen of 982,571 tons, on the 31st of December 1862; of 15,092 vessels of 985,235 tons, on the 31st of December 1863; and of 15,184 vessels, of 998,519 tons burthen, on the 31st December 1864. On the 31st December 1855, the mercantile navy of France counted 14,248 vessels, of 872,156 tons burthen; so that the increase in the ten years 1855-64, was not very considerable. It consisted almost entirely of steamers, the number of which was 225, of a burthen of 45,493 tons, at the end of 1855, against 364, of 97,884 tons, at the end of 1864.

The subjoined table shows the French mercantile navy, classified according to tonnage, as existing on the 31st of December in each of the years 1863 and 1864:—

Classification of Vessels	1863		1864	
	Vessels	Tons	Vessels	Tons
Of 800 tons and upwards . . .	43	48,670	50	58,246
700 to 800 tons . . .	30	22,114	31	22,943
600 to 700 " . . .	46	29,839	50	32,433
500 to 600 " . . .	113	61,897	119	65,196
400 to 500 " . . .	253	112,943	256	114,605
300 to 400 " . . .	305	107,548	296	104,825
200 to 300 " . . .	626	151,753	639	155,318
100 to 200 " . . .	1,300	183,474	1,286	181,116
60 to 100 " . . .	1,585	121,361	1,541	117,759
30 to 60 " . . .	1,607	68,370	1,586	67,742
20 to 30 " . . .	966	23,707	963	23,635
10 to 20 " . . .	1,585	22,915	1,591	23,113
Under 10 tons . . .	6,633	30,644	6,776	31,588
Total . . .	15,092	985,235	15,184	998,519

The following table gives the number and tonnage of merchant vessels which belonged to each of the principal ports of France, on the 31st of December in each of the years 1863 and 1864:—

Ports	1863		1864	
	Vessels	Tons	Vessels	Tons
Dunkirk . . . . .	327	35,154	313	34,596
Havre . . . . .	350	102,502	368	114,045
Nantes . . . . .	665	112,460	655	110,913
Bordeaux . . . . .	446	132,171	450	132,650
Marseilles . . . . .	855	159,782	858	166,218
Other ports . . . . .	12,449	443,167	12,540	440,097
Total . . . . .	15,092	985,235	15,184	998,519

The mercantile navy of France is divided officially into two classes, namely, into vessels engaged in the *cabotage* or coasting trade, and



vessels engaged in longer voyages or the *long cours*. According to the definition of the Commercial Code—‘Those are reputed *voyages de long cours* which are made to the East and West Indies, the Pacific, Canada, Newfoundland, Greenland, and the other coasts and islands of North and South America, the Azores, the Canaries, Madeira, and all the coasts and countries situated in the ocean between the Straits of Gibraltar and the Sound.’ Another definition of the *long cours* occurs in a Law of the 14th of June 1854, thus:—‘Those are reputed *voyages de long cours* which are made beyond the limits herein determined, namely, to the south the 30th degree of north latitude, the north to the 72nd degree of north latitude, the west to the 15th degree of longitude, meridian of Paris; and the east the 44th degree of longitude, meridian of Paris.’

The most frequent acceptation of the word *cabotage* is that given to it by the Customs—the navigation from one French port to another, or internal navigation; and the merchandise transported in those vessels is presumed not to have quitted the country any more than that which descends the Seine or the Loire, or which is conveyed by rail from Paris to Marseilles. The navigation from Havre to Southampton, London, or Hamburg, is not *cabotage* in the Customs’ sense of the word, but foreign commerce. Though a distinction is made between the petty and great *cabotage*, the first being carried on between ports of the same sea, the ocean, or the Mediterranean, and the second that which connects the ocean and the Mediterranean, the legal definition confounds both.

There are many privileges accorded to native shipping, but vessels of foreign powers, with which France has concluded treaties, are assimilated to the French. British vessels are assimilated to the French: 1. On their voyage to or from any port of the United Kingdom, or of the British possessions in Europe, with cargoes; 2. Vessels in ballast, whatever their port of destination or departure.

The average rates of monthly wages of the crews of French vessels have been for the last two years as follows:—

*Transatlantic Trade or Long Cours.*

	frs.	cts.	=	£	s.	d.
Captains . . . . .	242	50		9	14	0
Mates . . . . .	134	15		5	7	4
Second Mates . . . . .	83	60		3	6	10
Boatswains . . . . .	76	00		3	10	0
Carpenters . . . . .	68	00		2	14	5
Cooks . . . . .	67	75		2	14	2
Stewards . . . . .	42	50		1	14	0
Seamen . . . . .	53	35		2	2	7
Ordinary Seamen . . . . .	35	00		1	8	0
Boys . . . . .	21	25		0	17	0

The above figures give the average of twelve ships taken from the books of the Marine Office.

*Foreign, European and Mediterranean Trade, or Grand Cabotage.*

	frs. cts.	£	s.	d.
Masters . . . . .	156 00	=	6	5 0
Mates . . . . .	90 00		3	12 0
Cooks . . . . .	55 00		2	4 0
Seamen . . . . .	60 00		2	8 0
Ordinary Seamen . . . . .	33 35		1	6 8
Boys . . . . .	22 50		0	18 0

The above figures are also the average of four ships taken from the books of the Marine Office.

*Coasting Trade or Petit Cabotage.*

The crews of coasters are generally paid by the share, but their average pay is rather less than the wages of sailors engaged in longer voyages.

From official returns published by the French government, it appears that there has been a great increase in the number of shipwrecks on the coast of France within the last few years. The returns show that the number of shipwrecks on the coast of France during the year 1856 amounted to 91, in 1857 to 80, in 1858 to 71, in 1859 to 86, in 1860 to 127, in 1861 to 119, in 1862 to 132, and in 1863, when the last return was made, to 176. It appears further that 45,621 ships entered and quitted the French ports in the year 1863, of which one in 154 was wrecked on the coast. During the eight years from 1856 to 1863 inclusive, there were 38 ships of which the crews and cargoes were all lost, 252 of which the cargoes were totally lost, 327 thrown on the coast and partially damaged, 250 stranded without injury, and 15 injured by collision with other ships. The seamen who perished by shipwreck during these years, and those who were saved, are thus set out in the returns:—In 1856 there were 65 seamen drowned and 445 saved; in 1857, 71 drowned and 506 saved; in 1858, 53 drowned and 346 saved; in 1859, 174 drowned and 513 saved; in 1860, 175 drowned and 777 saved; in 1861, 95 drowned and 562 saved; in 1862, 85 drowned and 765 saved; in 1863, 257 drowned and 961 saved. Thus, of 5,841 seamen in danger, 976 perished. The greatest loss was sustained during the year 1863, which was remarkable for storms during its last six months. The greatest number of seamen owed their rescue after shipwreck to ships of war or merchant ships, which towed the damaged ships into harbour, or to pilot or fishing boats.

The reports addressed periodically to the Minister of Marine by naval officers commanding divisions, state that during the year 1863 the ships of the Imperial navy saved 17 fishing boats, 22 French merchant vessels, and 9 foreign merchant ships on the coast of France. The official returns further show the causes of the shipwrecks during the eight years between 1856 and 1863. They state that 354 vessels

were wrecked during a violent gale and a heavy sea; 70 in consequence of a fog, 57 from currents, 39 from shoals, 3 from a deviation of the compass, 16 from false reckoning, 28 from missing stays, 12 from the incapacity of the captain, 14 from the imprudence of the captain or pilot, 2 from barratry, 15 from collision with other vessels, 2 from carrying too much sail, 1 from insufficiency of sails, 2 from improper ballast, 95 from springing a leak, 20 from the parting of their chain cable, 5 from old age, 5 from overloading, 1 from insufficiency of hands, 1 from fire, and 114 from causes not ascertained.

The points on the coast on which the majority of the shipwrecks took place are the sandbanks of Dunkirk, the shoal of Colbart in the centre of the Pas de Calais and to the west of Cape Grisnez, the coast of Berk, Merlimont and Etaples, the banks at the mouth of the Somme, the banks of Quernock and La Barrière, the rock Le Four, the great Lejou, the pass of Trieux, the point of Roselier, the Camaret where 16 vessels were wrecked in the year 1863, the coast of Batz, La Banche, the island of Hovat, the bay of Quiberon, in which 10 vessels were wrecked in the year 1863; the Roche des Bœufs, the Pertuis de Maumusson, the bar of Arcachon, the bar of the Adour. It is remarked that no shipwreck took place during the year 1863 on the coast of Narbonne. This is attributed to the vigilance, by day and night, of the pilots of La Nouvelle.

### B. General Navigation.

The following table gives the total number, tonnage, and crews of vessels, French and foreign, entered at ports in France, and of French vessels trading with foreign countries, the French colonies, and those employed in the fisheries, in each of the years 1862, 1863, and 1864:—

Flags and Trade	Vessels	Tons	Crews	
1862				
French	From Foreign countries . . . . .	11,731	1,589,763	118,243
	French colonies . . . . .	1,261	310,450	19,072
	The fisheries . . . . .	487	63,731	13,633
	Total . . . . .	13,479	1,963,944	150,948
Foreign . . . . .	18,367	2,779,482	183,428	
	Total . . . . .	31,846	4,743,426	334,376
1863				
French	From Foreign countries . . . . .	11,604	1,610,347	118,193
	French colonies . . . . .	1,224	309,704	18,141
	The fisheries . . . . .	486	59,694	11,842
	Total . . . . .	13,314	1,979,745	148,176
Foreign . . . . .	18,821	2,781,397	190,341	
	Total . . . . .	32,135	4,761,162	338,517

Flags and Trade		Vessels	Tons	Crews
1864				
French .	{ From Foreign countries .	11,586	1,649,518	117,753
	French colonies .	1,337	306,076	19,154
	The fisheries .	504	60,025	10,182
	Total .	13,427	2,015,619	147,089
Foreign . . . . .		18,276	2,836,967	190,376
	Total .	31,703	4,852,586	337,465

The following table gives the total number, tonnage, and crews of vessels, French and foreign, cleared at ports in France, and of French vessels trading with foreign countries, the French colonies, and those employed in the fisheries, in each of the years 1862, 1863, and 1864 :—

Flags and Trade		Vessels	Tons	Crews
1862				
French .	{ To Foreign countries .	11,700	1,559,886	117,162
	French colonies .	1,504	367,148	23,532
	The fisheries .	502	65,422	14,624
	Total .	13,706	1,992,456	155,318
Foreign . . . . .		18,571	2,853,575	185,634
	Total .	32,277	4,846,031	340,952
1863				
French .	{ To Foreign countries .	11,916	1,656,777	120,120
	French colonies .	1,415	348,153	21,933
	The fisheries .	509	64,713	13,753
	Total .	13,840	2,069,643	155,806
Foreign . . . . .		19,053	2,833,719	191,143
	Total .	32,893	4,903,362	346,949
1864				
French .	{ To Foreign countries .	12,021	1,660,640	119,543
	French colonies .	1,508	352,520	21,816
	The fisheries .	511	61,686	12,050
	Total .	14,040	2,074,846	153,409
Foreign . . . . .		18,345	2,885,949	191,328
	Total .	32,385	4,960,795	344,737

The subjoined table gives the total number and tonnage of vessels which entered and cleared at ports in France in the year 1864, from countries in Europe, Africa, Asia, America, the French colonies, and French fisheries :—

Countries	Entered		Cleared	
	Vessels	Tons	Vessels	Tons
<i>In Europe.</i>				
Russia:—				
Baltic and White Sea . . . . .	376	75,258	120	22,865
Black Sea . . . . .	443	138,454	51	15,157
Sweden . . . . .	700	144,037	59	9,927
Norway . . . . .	1,480	210,310	161	25,348
Denmark . . . . .	18	2,584	25	4,597
Great Britain and British possessions in Europe . . . . .	13,783	1,912,962	9,153	1,248,343
German Union . . . . .	198	41,981	51	7,995
Mecklenburg Schwerin . . . . .	—	—	2	223
Hanse Towns . . . . .	250	50,882	240	47,295
Holland . . . . .	198	33,748	193	27,593
Belgium . . . . .	81	10,444	184	21,660
Portugal, Madeira, Capede Verd Islands, and the Azores . . . . .	136	22,433	126	22,929
Spain, Canaries, and Balearic Islands . . . . .	1,596	188,940	1,724	188,937
Austria and Venetia . . . . .	257	65,624	43	9,818
Italy . . . . .	4,615	496,225	4,118	421,401
Roman States . . . . .	16	1,766	121	14,846
Greece . . . . .	16	2,984	65	15,921
Turkey . . . . .	494	178,217	346	136,171
<i>In Africa.</i>				
Egypt . . . . .	222	99,998	326	129,021
Barbary States . . . . .	133	32,310	128	32,557
West Coast (except Senegal) . . . . .	164	41,649	86	23,203
Cape of Good Hope & Mauritius . . . . .	57	22,443	42	15,683
Other ports, including Madagascar . . . . .	11	4,344	12	4,267
<i>In Asia.</i>				
British East Indies . . . . .	128	61,953	31	14,391
Dutch East Indies . . . . .	13	6,862	2	943
Philippine Islands . . . . .	2	797	15	6,423
China, Cochin China, &c. . . . .	3	890	32	15,067
South Sea Islands . . . . .	1	762	2	1,049
Australia . . . . .	—	—	14	5,275
<i>In America.</i>				
United States:—				
Atlantic . . . . .	221	95,289	152	90,949
Pacific . . . . .	1	1,970	19	7,738
Mexico . . . . .	57	23,447	90	35,562
Guatemala . . . . .	1	437	3	1,002
New Granada . . . . .	12	2,209	12	2,340
Venezuela] . . . . .	44	8,422	47	9,382
Brazil . . . . .	186	65,914	193	71,065
Uruguay (Monte Video) . . . . .	61	17,886	50	18,399
Rio de la Plata (Buenos Ayres) . . . . .	51	18,431	100	36,813
Ecuador . . . . .	3	1,203	10	3,874
Peru . . . . .	129	88,240	31	14,695

Countries	Entered		Cleared	
	Vessels	Tons	Vessels	Tons
Chili . . . . .	16	7,105	36	19,827
Haïti . . . . .	120	29,897	51	10,895
<b>West Indies :—</b>				
Spanish . . . . .	225	70,190	81	20,925
British, including Canada . . . . .	35	16,500	24	6,638
Danish . . . . .	4	747	12	2,359
Dutch . . . . .	1	276	1	276
<i>French Colonies.</i>				
Bourbon . . . . .	66	26,708	67	29,660
Guiana . . . . .	15	3,508	36	9,735
Martinique . . . . .	93	24,129	98	27,191
Guadeloupe . . . . .	70	17,433	76	18,686
Algeria . . . . .	1,023	214,641	1,010	215,098
<b>Senegal :—</b>				
St. Louis . . . . .	30	7,054	46	10,370
Gorée . . . . .	19	5,065	54	14,480
Mayotte and Nossi-Bé . . . . .	4	1,079	7	2,531
East India possessions . . . . .	14	5,946	8	4,773
<i>French Fisheries.</i>				
Cod . . . . .	501	58,645	452	52,285
Whale . . . . .	2	1,169	—	—
<b>Total</b>	<b>28,395</b>	<b>4,661,947</b>	<b>20,236</b>	<b>3,226,453</b>

The following table gives the total number and tonnage of vessels of each nation which entered and cleared at ports in France in the year 1864 :—

Nationality of Vessels	Entered		Cleared	
	Vessels	Tons	Vessels	Tons
Russian . . . . .	237	70,456	235	71,296
Swedish . . . . .	107	28,187	118	30,571
Norwegian . . . . .	1,053	228,031	1,047	228,783
Danish . . . . .	49	6,066	46	6,208
British . . . . .	10,345	1,645,934	10,500	1,687,793
German Union . . . . .	214	52,586	203	50,732
Mecklenburg . . . . .	45	12,366	43	12,017
Hanseatic . . . . .	49	18,637	51	20,015
Dutch . . . . .	290	47,390	298	48,869
Belgian . . . . .	23	4,864	18	3,188
Portuguese . . . . .	60	8,927	62	9,360
Spanish . . . . .	1,363	157,219	1,331	158,046
Austrian . . . . .	271	90,955	277	89,452
Italian . . . . .	3,819	338,280	3,760	334,879
Papal States . . . . .	10	728	10	845
Greek . . . . .	220	54,087	213	52,880
Turkish . . . . .	9	2,173	11	2,188
Egyptian . . . . .	7	4,625	7	5,075

Nationality of Vessels	Entered		Cleared	
	Vessels	Tons	Vessels	Tons
American (U.S.) . . . . .	84	59,002	95	67,108
Mexican . . . . .	1	275	1	275
Brazilian . . . . .	7	2,201	5	1,519
Uruguay . . . . .	12	3,380	7	2,360
Rio de la Plata . . . . .	—	—	5	1,260
Ecuador . . . . .	—	—	1	631
Chilian . . . . .	1	598	1	598
Total Foreign . . . . .	18,276	2,836,967	18,345	2,885,949
French . . . . .	13,427	2,015,619	14,040	2,074,846
Total . . . . .	31,703	4,852,586	32,385	4,960,795

The following table gives the number and tonnage of steamers of each nation which entered and cleared at ports in France in the year 1864, from and to various countries :—

Nationality of Steamers	Entered		Cleared	
	Number	Tons	Number	Tons
Russia on the Baltic . . . . .	20	5,241	19	4,804
"    Black Sea . . . . .	11	7,599	8	4,762
Hanse Towns . . . . .	137	36,500	125	32,865
Holland . . . . .	149	29,012	134	21,692
Belgium . . . . .	49	7,021	74	11,659
German Union . . . . .	13	4,167	1	254
Great Britain . . . . .	4,800	973,166	4,801	943,600
British possessions in the Mediterranean . . . . .	112	68,284	91	60,226
British possessions in Africa . . . . .	—	—	1	648
Italy . . . . .	1,696	295,134	1,561	278,107
Roman States . . . . .	3	1,127	9	2,994
Spain . . . . .	521	115,896	484	103,911
Portugal . . . . .	39	8,965	40	9,818
Turkey . . . . .	129	92,730	126	89,879
Egypt . . . . .	143	83,812	144	84,173
Algeria . . . . .	412	143,779	415	149,263
Barbary States . . . . .	63	25,428	70	27,448
United States . . . . .	6	11,538	19	33,463
Mexico . . . . .	12	11,859	12	12,079
Brazil . . . . .	12	14,773	12	14,674
Other countries . . . . .	4	1,971	5	3,715
Total . . . . .	8,331	1,938,002	8,151	1,889,944

The subjoined tabular statement gives the total number and tonnage of vessels engaged in the *cabotage* or coasting trade, which entered with cargoes at ports in France in the year 1864 :—

	Vessels	Tons
From Sea to Sea:—		
Atlantic to the Mediterranean . . . . .	68	10,327
Mediterranean to the Atlantic . . . . .	280	44,961
Total . . . . .	348	55,288
In the same Sea:—		
Atlantic . . . . .	65,237	2,313,256
Mediterranean . . . . .	11,114	786,686
Total . . . . .	76,351	3,099,942
Total Cabotage:—		
Atlantic . . . . .	65,305	2,323,583
Mediterranean . . . . .	11,394	831,647
Total . . . . .	76,699	3,155,230

From returns published by the director-general of Customs relative to the *cabotage* of the year 1864, it appears that the total weight of goods of all kinds transported from one French port to another was 2,312,411 tons, against 2,273,818 in 1863. The general coasting trade, or that between different seas, figures for 62,734 tons in the results of 1864; the ports of the Atlantic, as ports of departure, standing for 9,403 tons, or 15 hundredths; and those of the Atlantic for 53,331, or 85 hundredths. The operations of the smaller trade between ports of the same sea are represented by the figure of 2,249,677 tons—viz., 1,647,378 for the Atlantic, and 602,299 for the Mediterranean. Out of the 2,312,411 tons of goods transported in 1864, Havre sent 283,236; Marseilles, 233,825; Bordeaux, 136,200; Arles, 99,722; Rouen, 97,708; Dunkirk, 90,656; Nantes, 84,474, and Cette, 74,468. Among the ports of departure Marseilles holds the first rank, then, in due order, Rouen, Bordeaux, Havre, Brest, and Dunkirk.

### C. Shipping at different Ports.

The following table gives the total number and tonnage of vessels which entered and cleared at each of the principal ports in France in the year 1864. The ports are arranged in geographical order, commencing with the most northerly on the Atlantic, and ending with the most easterly port in the Mediterranean:—



Principal Ports	Entered		Cleared	
	Vessels	Tons	Vessels	Tons
<i>On the Atlantic</i>				
Gravelines . . . . .	345	22,037	352	22,666
Dunkirk . . . . .	1,592	242,511	1,651	249,607
Calais . . . . .	1,414	235,907	1,403	235,886
Boulogne . . . . .	1,574	279,449	1,587	280,463
Dieppe . . . . .	1,490	251,832	1,526	258,308
Fécamp . . . . .	235	27,841	287	35,902
Havre . . . . .	2,500	680,319	2,380	658,955
Rouen . . . . .	671	87,178	768	102,752
Honfleur . . . . .	814	93,496	808	96,416
Caen . . . . .	719	70,160	705	69,869
Cherbourg . . . . .	424	33,456	576	46,863
Granville . . . . .	218	19,718	254	24,912
Saint Malo . . . . .	611	66,823	691	77,467
Brest . . . . .	227	27,076	456	44,224
Lorient . . . . .	53	7,595	110	11,943
Nantes . . . . .	1,229	112,581	1,073	115,981
Saint Nazaire . . . . .	708	136,709	593	132,295
Rochelle . . . . .	255	26,792	120	16,146
Rochefort . . . . .	149	28,632	69	17,025
Charente . . . . .	91	18,220	125	29,463
Bordeaux . . . . .	1,485	341,671	1,478	369,235
Bayonne . . . . .	622	43,177	661	48,762
<i>On the Mediterranean</i>				
Port Vendres . . . . .	118	8,183	94	8,185
Nouvelle . . . . .	246	14,246	240	13,743
Agde . . . . .	151	6,501	156	7,641
Cette . . . . .	1,198	151,037	1,155	148,669
Marseilles . . . . .	5,045	1,308,118	4,826	1,257,385
Toulon . . . . .	181	24,386	153	28,518
Bastia . . . . .	554	63,282	532	61,893
Bonifacio . . . . .	155	2,645	144	1,636
Ajaccio . . . . .	117	13,776	119	14,307
Nice . . . . .	1,263	84,607	1,308	85,060
Total of principal and other ports	{ On the Atlantic . . . . . 21,046 Mediterranean . . . . . 10,657	3,082,056	21,905	3,233,962
		1,770,530	10,480	1,726,833
	Total . . . . .	31,703	4,852,586	32,385

The following table gives the total number and tonnage of steamers which entered and cleared at the chief ports in France in the year 1864 :—

Chief Ports	Entered		Cleared		
	Steamers	Tons	Steamers	Tons	
Bastia . . . . .	160	35,531	154	35,318	
Bayonne . . . . .	145	16,539	147	17,974	
Bordeaux . . . . .	358	109,384	363	104,671	
Boulogne . . . . .	1,050	211,204	1,051	211,457	
Calais . . . . .	913	159,789	911	159,589	
Cette . . . . .	204	40,757	173	35,482	
Cherbourg . . . . .	39	2,409	43	2,971	
Dieppe . . . . .	893	167,697	892	166,503	
Dunkirk . . . . .	515	99,789	508	96,690	
Granville . . . . .	79	6,273	79	6,273	
Honfleur . . . . .	116	15,533	116	15,547	
Le Havre . . . . .	810	243,456	798	240,347	
Nice . . . . .	642	55,615	622	51,795	
Saint Melo . . . . .	239	30,118	238	30,033	
Saint Nazaire . . . . .	59	20,504	64	22,373	
Marseilles . . . . .	1,862	679,234	1,741	650,225	
Total of chief and other ports	{ On the Atlantic . Mediterranean Total .	5,407	1,116,451	5,408	1,107,020
		2,924	821,551	2,743	782,924
		8,331	1,938,002	8,151	1,889,944

The following table contains the tonnage of vessels engaged in the cabotage or coasting trade, which entered, *with cargoes*, at the various ports in France in the year 1864. The ports are arranged in alphabetical order:—

Ports	From Sea to Sea	To the same Sea	Total
Agde . . . . .	—	23,869	23,869
Arles . . . . .	—	79,555	79,555
Bastia . . . . .	—	13,376	13,376
Blaye . . . . .	—	68,240	68,240
Bordeaux . . . . .	958	370,805	371,763
Bourg . . . . .	—	54,329	54,329
Brest . . . . .	553	152,403	152,956
Caen . . . . .	1,175	45,654	46,829
Cannes . . . . .	—	19,298	19,298
Cette . . . . .	1,464	118,891	120,355
Charente . . . . .	—	47,376	47,376
Cherbourg . . . . .	—	32,499	32,499
Dieppe . . . . .	258	9,458	9,716
Dunkirk . . . . .	9,400	64,441	73,841
Havre . . . . .	4,822	238,417	243,239
Honfleur . . . . .	—	25,284	25,284
Landerneau . . . . .	—	48,109	48,109
Libourne . . . . .	—	18,417	18,417
L'Orient . . . . .	—	30,344	30,344
Marseilles . . . . .	7,726	290,916	298,642

Ports	From Sea to Sea	To the same Sea	Total
Morlaix . . . . .	402	29,019	29,421
Mortagne . . . . .	—	39,563	39,563
Nantes . . . . .	4,968	79,729	84,697
Nice . . . . .	—	61,039	61,039
Pauillac . . . . .	—	38,139	38,139
Plaigne . . . . .	—	43,188	43,188
Port Launay . . . . .	—	37,616	37,616
Port de Bouc . . . . .	—	17,954	17,954
Rochefort . . . . .	184	42,612	42,796
Rochelle . . . . .	515	57,064	57,579
Rouen . . . . .	7,406	141,723	149,129
Saint Malo . . . . .	4,266	20,360	24,626
Saint Martin . . . . .	—	34,605	34,605
Toulon . . . . .	979	33,044	34,023
Total of principal and other ports	55,288	3,099,942	3,155,230

The following table contains the tonnage of vessels engaged in the coasting trade, which cleared, *with cargoes*, at the different ports, in the year 1864:—

Ports	From Sea to Sea	To the same Sea	Total
Agde . . . . .	79	22,971	23,950
Arles . . . . .	—	78,763	78,763
Bastia . . . . .	—	29,626	29,626
Blaye . . . . .	—	48,587	48,587
Bordeaux . . . . .	79	379,872	379,951
Bourg . . . . .	—	52,762	52,762
Brest . . . . .	—	143,159	143,159
Caen . . . . .	—	46,990	46,990
Cannes . . . . .	1,900	24,145	26,045
Cette . . . . .	10,969	100,914	111,883
Charente . . . . .	—	50,683	50,683
Cherbourg . . . . .	—	16,706	16,706
Dieppe . . . . .	—	5,669	5,669
Dunkirk . . . . .	1,949	73,718	75,667
Havre . . . . .	3,404	277,114	280,518
Honfleur . . . . .	—	62,624	62,624
Landerneau . . . . .	134	21,478	21,612
Libourne . . . . .	—	55,744	55,744
L'Orient . . . . .	—	28,413	28,413
Marseilles . . . . .	22,233	284,640	306,873
Morlaix . . . . .	299	22,150	22,449
Mortagne . . . . .	—	—	—
Nantes . . . . .	—	68,919	68,919
Nice . . . . .	905	14,654	15,559
Pauillac . . . . .	—	920	920
Port Launay . . . . .	—	29,815	29,815
Plaigne . . . . .	—	80,148	80,148

Ports	From Sea to Sea	To the same Sea	Total
Port de Bouc . . . . .	3,581	26,962	30,543
Rochefort . . . . .	—	46,634	46,634
Rochelle . . . . .	—	45,737	45,737
Rouen . . . . .	—	113,632	113,977
Saint Malo . . . . .	308	14,157	14,465
Saint Martin . . . . .	—	34,373	34,373
Toulon . . . . .	838	16,936	17,774
Total of principal and other ports	55,288	3,099,942	3,155,230

The following table gives the number and tonnage of vessels engaged in the cod and whale fisheries which entered and cleared at various ports in France in the year 1864:—

Ports	Entered		Cleared	
	Vessels	Tons	Vessels	Tons
<i>Cod Fishery</i>				
Bayonne . . . . .	2	231	2	310
Binic . . . . .	20	2,526	22	3,251
Bordeaux . . . . .	65	9,405	3	316
Boulogne . . . . .	5	667	8	800
Cette . . . . .	24	5,291	4	1,049
Courseulles . . . . .	2	101	2	77
Dahouet . . . . .	9	633	12	1,016
Dieppe . . . . .	—	—	19	2,800
Dunkirk . . . . .	123	12,316	127	12,777
Fécamp . . . . .	24	1,808	38	4,584
Granville . . . . .	35	3,774	58	6,933
Gravelines . . . . .	10	1,031	12	1,284
Havre . . . . .	—	—	2	389
Le Legué . . . . .	7	1,056	17	3,043
Marseilles . . . . .	44	6,365	2	276
Nantes . . . . .	5	432	1	72
Paimpol . . . . .	35	2,674	44	3,344
Portrieux . . . . .	12	1,241	15	1,819
Rochelle . . . . .	26	2,051	1	112
Saint Malo . . . . .	23	3,332	35	4,991
Saint Martin . . . . .	2	175	18	2,651
Saint Servan . . . . .	20	2,959	45	6,531
Saint Valéry-en-Caux . . . . .	3	237	8	747
Tréguier . . . . .	3	288	4	368
Other ports . . . . .	3	263	11	1,509
Total . . . . .	502	58,856	510	61,049
<i>Whale Fishery</i>				
Havre . . . . .	2	1,169	1	537
Total cod and whale fisheries	504	60,025	511	61,686

The following table gives the total number and tonnage of vessels engaged in the cod and whale fisheries which entered and cleared at ports in France in each of the years 1862, 1863, and 1864 :—

Years	Entered		Cleared	
	Vessels	Tons	Vessels	Tons
1862 . .	487	63,731	502	65,422
1863 . .	486	59,694	509	64,713
1864 . .	504	60,025	511	61,686

The navigation on the canals and rivers of France employs above 5,000 boats. The entire length of the communications by means of navigable rivers and canals was, at the end of 1864, estimated at 7,866 miles, of which extent nearly five-sevenths were contributed by the former. There were then 74 navigable canals complete; 16 more were in process of construction; and 14 others were projected. The principal existing are as follows :—the Canal du Midi, or the Languedoc Canal, which runs from Cette to Toulouse, where it joins the Garonne, and thus connects the Mediterranean with the Atlantic; the Canal of Charollais, or du Centre, connects the Loire with the Saône; the Canal of the Rhine and Rhône forms a communication between those rivers by connecting the Saône with the Doubs, and the latter with the Ille, a tributary of the Rhine; the Canal of Burgundy connects the Saône with the Yonne, and consequently the Seine with the Rhône and Rhine; the Canal of Briare, and that of Orleans, unite the Loire with the Loing, a tributary of the Seine; that of St. Quentin connects the Escaut with the Oise; that of Brittany, the longest of all, being upwards of 230 miles in length, runs between Nantes and Brest. Those of Berri, Ardennes, the Ille et Rance, Nivernais between the Loire and Yonne, d'Ourcq, and Somme are the others most worthy of notice.

## CHAPTER II.

### Railways.

#### A. *Extent and Origin of the Railway System.*

THE total length of French railways opened, or in course of construction, on the 1st of January 1866, amounted to 20,341 kilometres, or 12,612 English miles, being very nearly the same length as the lines of the United Kingdom. Taking into account, however,

that the area of France embraces 211,852 square miles, while the extent of Great Britain and Ireland is only 119,924 square miles, the length of French is to that of British railways as seven to four. Nineteen-twentieths of the railways of France—that is, 19,373 kilometres, or 12,011 miles of line—belong to six great companies, centering in Paris. The six great companies are:—

1. The Paris-Mediterranean Railway, or *Chemin de Fer Paris-Lyon-Méditerranée*. Its total length is 5,786 kilometres, or 3,587 miles. The trunk of this railway stretches from Paris to Marseilles, while its branches connect the whole of the south-east of France, from the Gulf of Lyon to the frontier of Switzerland, with the capital.

2. The Paris-Orleans Railway, or *Chemin de Fer d'Orléans*. The network of lines under this name has a total length of 4,197 kilometres, or 2,602 miles. The trunk stretches, by way of Orleans, to Nantes and Bordeaux, while the branches run through the greater part of the south-west of France, from the River Seine to the Bay of Biscay and the sources of the Garonne.

3. The Eastern Railway, or *Chemin de Fer d'Est*. Its total length is 3,089 kilometres, or 1,915 miles. The trunk of this railway extends from Paris to Strasbourg and the Swiss frontier, near Basel, and its branches connect the whole of the north-east of France with the capital.

4. The Western Railway, or *Chemin de Fer de l'Ouest*. Its total length is 2,509 kilometres, or 1,556 miles. The trunk line runs from Paris to the ports of Havre, Cherbourg, and Brest, while its branches spread to the other chief places in the north-west of France from Dieppe to the south of Brittany. This system also connects the principal towns in the environs of the capital, such as Saint-Cloud, Versailles, and Saint-Germain with Paris.

5. The Southern Railway, or *Chemin de Fer du Midi*. The total length of this system is 2,179 kilometres, or 1,351 miles. Its trunk stretches from Paris to the Pyrenees, being prolonged, on the one hand, to Madrid and Lisbon, by the peninsular lines, and touching the Gulf of Lyon and the Mediterranean Railway on the other. Branches connect the chief cities in the south of France, as well as the Mediterranean with the Atlantic Ocean.

6. The Northern Railway, or *Chemin de Fer du Nord*. Its total length is 1,613 kilometres, or 1,002 miles. The trunk of this railway runs from Paris to the Belgian frontier, where it connects itself with the lines to Brussels and Cologne, forming the great highroad to the north of Germany and Russia, as far as Moscow. Branches run from Amiens and Lille to the ports on the English Channel, Dunkirk, Calais and Boulogne, while other ramifications extend through the important coal districts in the north of France.

The first-named of the above systems, the Paris-Mediterranean network, is not only the largest but the oldest of French lines. The earliest railways sprung up in the south-east of France, and the first line made was that from Saint-Etienne to Andrézieux, a distance of 17 kilomètres, or about 10 miles, the concession for which was granted on February 26, 1823, and which was opened to the public on October 1, 1828. The ground chosen for the experiment was most favourable. Saint-Etienne, in the department of Loire, a town, according to the census of 1861, of 92,250 inhabitants, stands in the centre of most extensive coal mines, and while a part of the rich mineral produce is consumed in its own factories, a much larger quantity is sent to Lyon. To facilitate the carriage and thereby cheapen the price of coal, a number of small capitalists and manufacturers of Lyon exerted themselves in constructing the railway to Andrézieux, the latter being a small place on the right bank of the River Loire, from which shipment was easy. This first French railway proved a great success as soon as opened, encouraging to further enterprise in the same direction. Accordingly, a direct line from Saint-Etienne to Lyon, the concession for which had been obtained on June 7, 1826, was taken up seriously, and completed at the end of another five years, the first section, from Rive-de-Gier to Givors, being given to the public in October 1830, the second section, from Givors to Lyon, in April 1832, and the third section, from Rive-de-Gier to Saint-Etienne, in 1833. The total length of this line from Saint-Etienne to Lyon, second of French railways, was 56 kilomètres, or 35 miles. Its success, likewise, was soon established, and it led to the construction of a third line, from Andrézieux to Roanne, 68 kilomètres, or 42 miles long. Roanne, a busy, cotton-spinning town, on the left bank of the Loire—17,398 inhabitants in 1861—had hitherto been almost shut off from communication with the coal mining districts, and the railway to Andrézieux, which established a direct road to Saint-Etienne, was, to its manufacturers, of the highest importance. However, it took nearly six years to build this line of 42 miles, for while the concession for it was obtained in August 1828, it was not opened for traffic till the month of February 1834. In the latter year, therefore, there existed three lines of railway in France, of a total length of 141 kilomètres, or 88 miles. These three lines came to form the nucleus of the largest of French railway systems, the Chemin de Fer Paris-Lyon-Méditerranée.

On July 9, 1835, a year and a half after the three railways in the south of France had been opened for public traffic, the first concession was obtained for a line starting from Paris. The new line, fourth in chronological order of French railways, was from Paris to the suburban village of Saint-Germain, much visited on

account of its forest. The railway to Saint-Germain, 18 kilomètres, or 11 miles long, took above two years to construct, being opened to the public on August 26, 1837. It was the first piece of the great system subsequently known as the Western Railway, or Chemin de Fer de l'Ouest. The next line in point of date was again destined to facilitate the coal traffic, but this time in the north of France. All around the village of Anzin, near Valenciennes, and close to the frontier of Belgium, are extensive collieries, discovered in the year 1734, and occupying at present more than 7,000 hands, with an annual produce of above 2,000,000 tons of coal. Thirty years ago the produce was not above one-fifth this quantity; however, the importance of the mines was even then well appreciated, and the owners did everything in their power to create a demand for the mineral. With this object in view, they obtained, in October 1835, a concession for a railway from Abscon to Saint-Waast, a line 15 kilomètres, or 9 miles long, and running right across the coal districts, placing them in communication with the canal system of Belgium and the north of France. The line was opened on October 21, 1838, and soon became one of the most profitable of French railways.

It was in 1837-8 that France first began seriously to consider the question of railway management. England and Belgium had both been before France in this respect, and there were two examples for choice. In Great Britain the duty of constructing railways was abandoned to private enterprise; in Belgium the State undertook the task. After several years' consideration France adopted a compromise between the two. By a law passed on June 11, 1842, scope was given for private enterprise in the creation of the railway system, but the Government was also authorised to render aid where deemed essential for the execution of any important line. The law of June 11, 1842, in principle, gave the construction of railways to private companies, but under a government guarantee, and a condition that the lines thus built should become the property of the State after a certain term of years. The term was originally fixed at 55 years; but subsequently, by a decree passed in 1852, enlarged to 99 years. Under the law of 1842, concessions were granted to a number of companies—from Paris to Strasbourg, Tours to Nantes, Bordeaux to Cette, Paris to Cherbourg, Paris to Lyons, and others. Some of these companies were unable to fulfil their engagements, and had to demand assistance from the State. To prevent this as much as possible, the government tried to bring about an amalgamation of existing companies, and the plan succeeded completely. Of 59 companies which had been successively created, there were, at the end of 1851, only 27 in existence, which divided among themselves lines of the length of 3,918 kilomètres, or 145



kilomètres per company. The movement of amalgamation still continuing, on December 31, 1858, six great companies divided among them a conceded length of 16,300 kilomètres of lines, or an average of 2,717 kilomètres per company. In 1863 a new arrangement was come to between the government and the various railway companies, by which all the lines were classed under two categories, under the designation of the old and the new réseau. The following table shows how this division was established:—

Name of Company	Old Réseau	New Réseau	Total
	kilomètres	kilomètres	kilomètres
Orleans . . . . .	1,764	2,162	3,926
Lyons and Mediterranean . . . . .	1,834	2,496	4,330
Great Northern (Nord) . . . . .	967	618	1,585
Eastern (Est) . . . . .	985	1,365	2,350
Western (Ouest) . . . . .	1,192	1,112	2,304
Southern (Midi) . . . . .	798	825	1,623
Other Companies . . . . .	234	—	234
Total . . . . .	7,774	8,578	16,352

The old réseau, which is entirely constructed and open for traffic, has its own separate accounts, and provides for its expenditure and the interest of its capital from its own resources. On the other hand, the new réseau, which is not yet completed even in plan, is authorised to place the interest of its capital under the head of 'expenses of construction' until the whole réseau is finished. Once completed, the government guarantees to the companies a minimum of 4.65 per cent. on the capital of, in round numbers, about 3,000,000,000 francs, or 120,000,000*l.*, which it is estimated the construction of the 8,578 kilomètres of the new réseau will cost. The old réseau, when its profits exceeded a certain amount fixed beforehand for each company, is bound to contribute towards covering the possible deficit in the revenues of the new réseau, and the expenses of the government on account of its guarantee of interest, will be so much reduced. In return for the State guarantee, the companies have undertaken to complete the planned réseau, or 'network' of railways. The lines which are finally decided upon are to be constructed within the term of 8 years from 1865; but the State is bound to contribute to them, not only by a guarantee of interest, but by direct subventions of considerable amount—in round numbers about 236,000,000 francs, or 9,440,000*l.* This outlay of the public funds will, it is calculated, be amply repaid by the ultimate falling-in of all the railways as state property, producing a net revenue sufficient to pay the interest of the national debt of France.

## B. Length of Lines, Traffic, and Capital.

The following table shows the progress as well as the income of French railways during the fourteen years 1852-65 :—

Years	Length of lines open on the 31st of December of each year.	Average receipts per kilomètre during the year	Years	Length of lines open on the 31st of December of each year	Average receipts per kilomètre during the year
	kilomètres	francs		kilomètres	francs
1852	3,694	35,712	1859	8,851	43,908
1853	3,978	41,713	1860	9,271	43,954
1854	4,348	45,663	1861	9,603	47,943
1855	4,800	51,317	1862	10,822	43,451
1856	5,392	48,048	1863	12,206	42,999
1857	6,804	45,259	1864	13,025	42,380
1858	8,100	41,330	1865	13,557	42,285

The following table shows the length of lines of each of the railways of France open on December 31, 1864, as well as the total receipts and the average receipts per kilomètre of each railway company during the year 1864 :—

Names of Lines	Length of lines open for traffic	Total receipts	Average receipts per kilomètre
<i>Old Réseau</i>			
	kilomètres	francs	francs
Northern . . . . .	1,053	71,173,116	67,591
Eastern . . . . .	977	50,098,665	51,278
Western . . . . .	900	52,680,358	58,534
Orleans . . . . .	1,762	72,512,689	43,034
Paris-Lyon-Mediterranean . . . . .	2,008	139,391,291	71,962
Midi, or Southern . . . . .	797	30,896,204	38,766
Victor Emmanuel . . . . .	116	1,823,994	15,724
Ceinture, or Paris 'girdle' . . . . .	17	2,206,253	129,780
Graissessac to Béziers . . . . .	51	848,304	16,633
Bességes to Alais . . . . .	32	1,850,623	57,832
Auzin to Somain . . . . .	19	501,054	26,371
Carmaux to Albi . . . . .	15	183,483	12,232
Lyon to la Croix Rousse . . . . .	1	—	—
La Croix-R. to Sathonay . . . . .	7	157,725	22,532
Total . . . . .	7,755	424,323,759	55,788
<i>New Réseau</i>			
Northern . . . . .	122	2,547,143	20,878
Eastern . . . . .	1,517	33,387,118	24,370
Western . . . . .	782	9,750,625	13,599
Orleans . . . . .	1,137	14,882,693	16,124
Paris-Lyon-Mediterranean . . . . .	1,198	33,767,956	30,449
Southern . . . . .	514	4,601,539	9,203
Total . . . . .	5,270	98,937,074	20,868
Old Réseau . . . . .	7,755	424,323,759	55,788
New Réseau . . . . .	5,270	98,937,074	20,868
Total . . . . .	13,025	523,260,833	42,380

The total receipts on the six principal railways of France for the 52 weeks ending December 29, 1864, amounted to 20,519,121*l.*, and for the same period in 1863 to 19,460,098*l.*, showing an increase of 1,059,023*l.*, or 5.44 per cent. The receipts on the Paris and Mediterranean amounted to 6,871,605*l.*, against 6,794,647*l.* in 1863, showing an increase of 76,958*l.*; on the Paris and Orléans the receipts were 3,489,333*l.*, against 3,290,540*l.*, showing an increase of 198,793*l.* On the Eastern the receipts amounted to 3,317,791*l.*, against 2,997,365*l.* in 1863, showing an increase of 320,426*l.* On the Northern the receipts were 2,929,735*l.*, against 2,774,961 in 1863, showing an increase of 154,774*l.* On the Western the receipts amounted to 2,483,537*l.*, against 2,248,815*l.*, showing an increase of 234,722*l.*; and on the Southern to 1,427,120*l.*, against 1,353,770*l.* in 1863, showing an increase of 73,350*l.*

It appears from official statistics relating to French railways that the viaducts over which they run, taken altogether, are more than thirty miles in length. One of the most remarkable of these viaducts is that of Val-Fleury, near Meudon, built in 1840; it is 140 yards long, 31 yards high, and cost 600,000 francs. The viaduct of Chaumont, on the Strasburg line, is the first in point of expense, as it cost 5,800,878 francs. There is a remarkable viaduct at Mirville, on the Western Railway, which cost 2,300,625 francs; and the viaduct of Brunay, on the Lyons line, which cost 1,540,000 francs.

The tunnels of all the railways in France are 366 in number, and would, if combined, measure 150 miles in length. The longest tunnel is that of the Nerthe, near Marseilles, on the Lyons Railway, which cost, 10,500,000 francs; that of Blaisy, on the same line, cost 8,000,000 francs; and that of the Credo, between Lyons and Geneva, 6,500,000 francs. The entire cost of the bridges, viaducts, and tunnels on the various French railways amounts to 432,681,953 francs, or above 17 millions sterling.

The subjoined table gives the number of locomotives on the railways of France, the number of passengers, and the quantities of merchandise carried in each of the sixteen years, 1850 to 1865:—

Years	Locomotives	Passengers	Merchandise
	number	number	tons
1850	973	18,741,000	4,271,000
1851	1,006	19,936,000	4,627,000
1852	1,114	22,610,000	5,378,000
1853	1,222	24,685,320	7,172,652
1854	1,470	28,077,093	8,864,501
1855	1,895	32,941,471	10,645,282
1856	2,310	36,377,054	12,872,034
1857	2,729	41,616,844	14,966,639

Years	Locomotives	Passengers	Merchandise
	number	number	tons
1858	2,870	45,363,768	17,673,320
1859	3,014	52,405,021	19,947,799
1860	3,145	56,528,613	23,137,769
1861	3,355	61,981,330	27,897,094
1862	3,655	66,467,523	27,297,366
1863	3,827	72,249,256	29,950,300
1864	3,937	77,705,347	31,210,033
1865	3,989	79,802,761	33,451,967

The share capital of the six great companies which own nearly the whole of the railways of France, is as follows :—

Name of Company	No. of Shares	Capital of Old Réseau		Capital of New Réseau in Shares guaranteed by the State
		In Shares	In Preference Shares	
		francs	francs	francs
Eastern .	584,000	292,000,000	12,000,000	865,000,000
Lyons .	800,000	345,500,000	714,500,000	1,255,000,000
Southern .	250,000	132,919,795	196,960,204	388,500,000
Northern .	225,000	231,875,000	257,125,000	178,000,000
Orleans .	600,000	300,000,000	232,000,000	766,000,000
Western .	300,000	150,000,000	275,000,000	570,000,000
Total .	2,759,000	1,452,294,795	1,687,585,204	3,972,500,000

The State, as already mentioned, has guaranteed a minimum interest of 4 francs 65 centimes per cent. on the capital invested in the New Réseau. This obligation came in force on January 1, 1865.

### C. Railways and Seaports.

The following tabular statement shows the connection of the seaports with the railway system of France, containing a list of all the ports which are touched by lines of railway, either open or in course of construction, and a list of those without railways. It will be seen that only three ports, Bordeaux, Cette, and Redon—the last-named a small fishing place at the mouth of the river Vilaine, in Brittany—are served by two lines of railway :—

Names of Lines	Ports with Railways		Ports without Railways
	Opened for traffic	In course of construction	
<i>Northern</i>	Dunkirk Calais Boulogne Saint-Valery-sur-Somme Abbeville		Gravelines

Names of Lines	Ports with Railways		Ports without Railways
	Opened for traffic	In course of construction	
<i>Western</i>	Havre Dieppe Rouen Caen Saint-Malo Cherbourg Fécamp Brest Carentan Morlaix Isigny Honfleur Redon Trouville Saint-Brieuc	Granville Saint-Servan Landerneau	Saint-Valery-en-Caux Pont-Audemer Courseulles Saint-Waast Régnéville Plouer Binic Portrieux Paimpol Pontrieux Tréguier Lannion Portsal
<i>Orleans</i>	Bordeaux Nantes La Rochelle Rocheport Saint-Nazaire Lorient Vannes Redon Auray Hennebon Port-Louis Basse-Indre Chantenay Libourne Quimper	Port-Lannay Landerneau	Le Croisic Pornic Bourg Plaigne
<i>Paris-Lyon-Mediterranean</i>	Marseille Cette Arles Toulon Cassis La Ciotat La Seyne Saint-Raphael Cannes Antibes Nice		Port-de-Bouc Saint-Tropez Menton
<i>Southern</i>	Bordeaux Bayonne Port-Vendres Agde Cette La Nouvelle Luçon Marans Tonnay-Charante		La Tremblade Royan Mortagne Port-Maubert Blaye

In the above list there are enumerated 82 ports, of which number 56 have lines of railway, either open or in course of construction, and 26 have no railways. Of the ports possessing railways, open or about to be opened, 20 are on the Channel, 22 on the Atlantic, and 14 on the Mediterranean. It will be seen that the railway system is more favourable to the western than to the southern ports in the promotion of trade and commerce.

In regard to cost of transport by railway, the different ports are in the same position, on whatever line of railway they are, inasmuch as the merchandise tariff, as well as the fares for passengers, are alike throughout the whole of France, being fixed by mutual agreement between the government and the great companies. The fares for passengers on all the lines are per kilomètre :— $11\frac{1}{2}$  centimes, or nearly a penny and a farthing, first class;  $8\frac{2}{3}$  centimes, or rather more than three farthings, second class; and  $6\frac{1}{10}$  centimes, or a half penny and a fraction, third class. The tariff for merchandise varies from one-half centime to 25 centimes per ton and kilomètre, according to the nature of the goods sent by railway. The various articles of merchandise are divided into eight classes, only the highest class paying 25 centimes, or  $2\frac{1}{2}$  pence per ton and kilomètre, and the average being 9 centimes, or somewhat less than a penny, per ton and kilomètre. On the whole, the passenger fares are lower, but the charges for merchandise higher, on the railways of France, than on those of the United Kingdom.

## PART V.

## THE FOUR GREAT CITIES OF FRANCE.

## CHAPTER I.

## Paris.

*A. General Description.*

PARIS, the capital, seat of the government, and largest city of France, stands in a plain, surrounded on several sides, but especially towards the north and north-east, by considerable eminences. The geological constitution of the district is so peculiar that the French geologists have called it the Paris basin, in the same way that the English have called the tertiary formations near the English metropolis, the London basin. Here are found alternate strata, abounding with marine and freshwater shells, and containing also many fossil remains of extinct animals. Gypsum—known in England as plaster of Paris—is found in large quantities; and S. of the Seine is quarried good building-stone, of which, indeed, some of the principal edifices of Paris are formed: the older quarries, all of which were subterranean, have been converted into catacombs, or repositories for the bones of the dead, removed from the public graves that once abounded, greatly to the injury of the inhabitants of the city.

Paris, like London, is situated on both sides of a considerable river, which runs through it from SE. to NW., and divides it into two parts, of which the largest is on the N. side; the most ancient part of the city being, however, confined to the small islands within the channel of the river. In the course of centuries Paris has so extended itself, that it now occupies an area of about 14 sq. m., strictly defined, for municipal as well as fiscal purposes, by a line of fortifications, 33,930 mètres in length, composed of a Rue Militaire,

or military road, seven mètres wide, an embankment six mètres wide on the top, a wall ten mètres high, and of a mean thickness of three and a half mètres, and, finally, a fossé or ditch fifteen mètres in width. This wall and embankment, constructed in the reign of Louis Philippe, has, since January 1, 1860, become the boundary line of the city of Paris.

Some of the best streets of Paris are parallel to the river, and the open spaces, or quays along its banks, present an agreeable feature. Nearly all the streets recently built are wide, and lined on each side with trottoirs; but, generally speaking, the older streets are narrower, and less regular, than those of the British metropolis. The style of building, however, in the best streets, is superior to that of London. All the houses are very high, and many of them comprise 7 stories, including the ground-floor; for there are no sunk stories. All the tenements have rich heavy cornices one story below the roof, and the fronts are invariably coated with plaster; and repainted from time to time. The town has, therefore, in its better parts, a gayer and handsomer appearance than London; but, internally, the houses—which are of great extent, inhabited by many families, and, in some cases, formed round internal courtyards, accessible by portecochères, or gateways—want the comforts and conveniences which are found in English houses. As in London, the fashionable part of Paris is at its west end, while the districts of an opposite character are mostly in the east and south. The boulevards, a succession of open roads, encircle the more densely peopled portion of the city. They occupy the site of the old fortifications, built in the reign of Louis XIII., are from 60 to 70 yards in width, and, being planted with trees, form agreeable places of resort for all classes of the inhabitants.

The city was originally divided into four quartiers, or districts, but as it increased, new divisions were necessary, though the old name was retained; and hence there have come to be at present 80 quartiers. For electoral and municipal purposes, however, Paris is divided into 20 arrondissements, each comprising four of the old quartiers. As has been observed by Sir Henry Lytton Bulwer, 'Paris is divided into quarters as well by its manners as its laws; and these different districts differ as widely one from the other in the ideas, habits, and appearance of their inhabitants as in the height and size of their buildings, or the width and cleanliness of their streets. The Chaussée d'Antin breathes the atmosphere of the Bourse, and the Palais Royal is the district of bankers, stock-brokers, generals, and rich tradespeople, and is the quarter fullest of life, most animated, most rife with the spirit of progress, change, luxury, and elegance. Here are all the fine buildings, arcades, and shops, and here are given the richest and most splendid balls. Very different is the quarter St. Germain, the district of long and silent streets,



of meagre repasts, large, well-trimmed gardens, of great court-yards, and of broad and dark staircases, inhabited by the old nobility, manifesting no signs of change, no widening of streets, no piercing of arcades or passages. Further eastward, on the same side of the Seine, is the quartier of the students, at once poor and popular, inhabited by those eloquent and illustrious professors who give to France its literary glory. Then there is the Marais, the retreat of old-fashioned judges and merchants, where the manners have been changed almost as little as the houses by the philosophy of the 18th century: here are no carriages, no equipages; all is still and silent, and the mind is carried back to the customs of the grand hotels in the time of Louis XIII.' It is almost the only part still remaining of ancient Paris: all the rest has taken part in the extraordinary changes which the capital has undergone in recent years.

Paris, as existing in the reign of Louis XVI., was of an irregular oval shape, its greatest length from north-west to south-east being  $4\frac{1}{2}$  miles, and its greatest breadth from the former Barrière de la Villette northward to the ancient Barrière d'Enfer southward about  $3\frac{1}{2}$  miles. The barrières which enclosed this old Paris were taken away, as already stated, at the commencement of 1860, and the confines of the great city removed to the enclosure of the new fortifications, erected under king Louis Philippe, 1840-48. The immense changes made by the Emperor Napoleon III. in the outer aspect of Paris, involving the destruction of a great part of the old city and the erection of a new and far more splendid one on its ruins, are chiefly marked in those vast thoroughfares, which form the characteristic feature of Paris, known as the Boulevards. The Boulevards owe their origin to the improvements that took place in Paris under Louis XIV., when the ancient fortifications of the city were destroyed and the ditches filled up. At the suggestion of Colbert, the king determined to form a wide road upon the side of the northern ramparts, and plant it with trees; and, in 1670, the Boulevard, or bulwark, from the Rue St. Antoine to the Rue St. Martin was opened for public use. Gradually this fine thoroughfare became extended, but it was not until the reign of Napoleon III. that the girdle of boulevards, surrounding the heart of the great city on all sides, was entirely completed.

The boulevards, though forming one uninterrupted road, are distinguished by various names, in the different sections. The principal line runs from the Bastille to the Madeleine, and is about three miles long. The Boulevard Beaumarchais, named after the well-known dramatist, comes first. The next, the Boulevard des Filles-du-Calvaire, is called after an old convent. The Boulevard du Temple has recently undergone a transformation. The second-rate theatres, which were its distinctive feature, and which gained for it

the title of 'Boulevard du Crime,' on account of the murders and burglaries which were represented on their boards, have disappeared in order to make way for the new Boulevard du Prince Eugène. At the end of this boulevard is the Rue du Temple, leading to the Temple and Hôtel-de-ville and the Rue du Faubourg du Temple, one of the oldest streets in Paris. Next comes the Boulevard St. Martin, at the east end of which is the new Caserne du Prince Eugène, at the junction of the Boulevard du Prince Eugène, and the Boulevard de Magenta. A little beyond is the handsome fountain of the Château d'Eau, with spouting lions and an encircling square. The Porte St. Martin marks the limit of the boulevard. It was erected in 1674 by the city of Paris in honour of Louis XIV., and is fifty-four feet high by fifty-four wide. The bas-reliefs represent the capture of Besançon, the defeat of the Triple Alliance, the taking of Limburg, and the overthrow of the Germans—all achievements of the 'Grand Monarch,' who is portrayed as Hercules with a long peruke. In 1848, there was desperate fighting at this spot. The Boulevard St. Denis, the shortest of the whole series, separates the Boulevards Sebastopol and Strasbourg and the Rue St. Denis and Faubourg St. Denis. It was along the latter that the patron saint of Paris took his celebrated walk with his head under his arm, and that the sovereigns of France used to pass on their return from being crowned at St. Denis. Moving westward the boulevards gradually become more fashionable, both in the character of the shops and houses, and of the people who traverse them. The Boulevard Poissonnière exhibits the first marked indications of the change, which is fully developed in the Boulevard des Italiens. From hence to the Rue de la Paix are to be found the richest and most brilliant shops, the finest equipages, and the most aristocratic loungers. The Boulevard de la Madeleine, still further west, is remarkable for its elegant houses, and the magnificent edifice from which it derives its title. The new Boulevard Malesherbes here branches off towards the Park of Monceaux and the exterior boulevards which form an outer circle round the inner circle.

From a report of Mr. William Tite, the celebrated architect—read before the British Association at Newcastle-on-Tyne—it appears that the vast building operations, known under the general title of 'Improvements of Paris,' commenced in 1848 by the works undertaken to connect the Palace of the Tuileries with the Louvre, the disengagement of the Hôtel de Ville, and the subsequent continuation of the Rue de Rivoli, to the prolongation of the Rue St. Antoine. This operation was so successful, and afforded so much satisfaction to the public, that the Boulevard Sebastopol was undertaken, the Halles Centrales were begun, the Boulevards St. Germain, Prince Eugène, des Ecoles, de Malesherbes, de St. Michel, &c., were in turn commenced; the Rue de Rouen, the remodification of

the Chaussée d'Antin, and the Rue Basse du Rempart, and the prolongation of the boulevard from the Opera to the Théâtre Français, were all decided upon, and they were all commenced. The State intervened in various cases with a subvention that varied in amount from one-half to one-third of the cost, and proved itself anxious to contribute to the embellishment of the city. Government from time to time authorized the city to contract loans to the amount of 10,000,000*l.* up to the close of the financial year 1865, and facilitated the employment of public credit in every way that it possibly could. There was no occasion for a strict account being made up between the city and the State, for the works of the Bois de Boulogne, the Parc de Monceaux, and the Bois de Vincennes had to be included in the sums which the Crown would have to give credit for, and the proceeds of the sale of the waste lands, and of the building materials, were added to the resources at the disposal of the authorities of Paris.

The modern 'Improvements of Paris' have cost immense sums, and though of undoubted benefit to the capital of France, involved great sacrifices of capital in the first instance. The splendid thoroughfare, the Rue de Rivoli, connecting the Palace of the Tuileries with the Hotel de Ville, had cost, up to the year 1865, the total sum of 4,346,320*l.*; it has brought in, or is estimated to produce, the sum of 1,293,328*l.*; so that the loss is 68·87 per cent. The Boulevard Sebastopol had cost, up to the same period, 2,346,663*l.*; the returns will be, 955,177*l.*; so that the total loss will be about 60 per cent. The Halles Centrales, or great market, a work of an essentially different character, had, to that period, cost 1,271,840*l.* gross, while it had yielded enough to reduce the net cost to 1,002,927*l.* The vast structure going by the name of the Halles Centrales is composed of twelve pavilions, and divided into two equal portions by a boulevard 32 mètres in width. This immense market was commenced in 1851, but was only partly finished in the summer of 1866.

It appears from statistics lately published by the Prefect of the Seine, that there were 3,351 houses built in Paris between October 1, 1864, and October 1, 1865; 1,942 houses were taken down during the same period, of which 465 were removed to make way for new streets, and 1,477 were taken down voluntarily by their owners to be rebuilt. Thus the number of new houses greatly exceeded the demolitions. It is not possible at present to follow up the result of the new improvements that are now in progress in Paris, because they are more or less incomplete. But it may be mentioned that the city of Paris has mortgaged its revenues to the extent of incurring a charge of 16,432,466*f.* or 657,299*l.* for the interest, and of 10,915,204*f.* or 436,608*l.* for the sinking fund. The capital thus represented was principally spent in the execu-

tion of works of improvement; though some part of the debt has been incurred for works connected with the drainage and water-supply of the city.

Paris has not a deep and broad river, navigable to the city by sea-borne vessels of large burden; but the Seine is, notwithstanding, a striking feature in Paris on account of its bridges and quays, as well as advantageous from its extensive boat-navigation. It enters Paris from the south-east, about 3 miles below its junction with the Marne at Charenton, and in its course forms a slight curve northward, its whole length from the eastern to the western extremity being nearly seven miles, in which space it forms three islets, the smallest, but highest up the stream being the Isle Louvier, used as a depôt for wood-fuel, the Isle of St. Louis, about 700 yards in length, and the Isle du Palais, the site of the ancient *Lutetia*, about five furlongs in length by two furlongs in breadth. The river is crossed by more than thirty bridges, of which some are on the suspension plan, some of iron and stone, one of wood, and the rest of stone. The most notable of these bridges are the Pont d'Austerlitz, an iron bridge; the Pont Neuf, which crosses two branches of the Seine, and has twelve arches; the Pont des Arts, a light construction of iron; the Pont Imperial, a well constructed stone bridge of five arches; the Pont de la Concorde, a stone structure of five flat arches; and the Pont de Jena, constructed of flattened elliptical arches and apparent lightness. The islets in the river are connected with the banks on both sides by a dozen bridges, some of stone and others of wood, of inferior size and little beauty. The banks of the Seine are not blocked up, like those of the Thames, with coal-wharfs, warehouses, and irregularly built houses, running close down to the water's edge, but have fine open quays, affording uninterrupted walks, extending on both sides the river from one end of the city to the other. Wharves and landing places are formed in different parts, particularly towards the east end of the city. Depôts for fire-wood are to be found along the river, and on all the outskirts of the town, and the boats along the wharves on both sides the Isle du Palais furnish supplies of wood and charcoal. The traffic on the river from Paris to Rouen is considerable. There are always a great number of boats lying opposite the Louvre waiting for their cargo. The numerous quay porters, the boats letting off their steam, and the number of idlers congregated on the quay, render the Port St. Nicholas, as the wharf is designated, a curious sight for a stranger. The steamboats which perform the voyage regularly between Paris and London and back have given a pretext for the jocular boast that Paris is a seaport. These steamers make the voyage from Paris to Rouen in from seventeen to twenty hours, and back to Paris against the tide in from twenty to twenty-five hours. There are other boats

of from 50 to 200 tons which navigate the Upper Seine with lighters of from 40 to 120 tons.

### B. *Population and Industry.*

At the commencement of the sixteenth century the population of the French capital amounted to only 100,000. In about 200 years later—that is, in the year 1708—Paris contained 500,000 souls, the population having more than quadrupled within two centuries. Since that period, the progressive increase in the population of Paris has been as follows:—

	Inhabitants		Inhabitants
In 1772 . . .	560,000	In 1836 . . .	900,000
1788 . . .	570,000	1842 . . .	1,000,000
1808 . . .	580,000	1851 . . .	1,053,266
1816 . . .	622,000	1861 . . .	1,500,129
1824 . . .	750,000	1863 . . .	1,667,841
1830 . . .	770,000	1866 . . .	1,796,382

The enormous and unprecedented increase between 1851 and 1861 was chiefly owing to the fact that on January 1, 1860, the boundary of Paris was removed from the line of the old octroi to that of the fortifications, and about 400,000 persons were thus added to the population of the city.

Paris, besides being the political capital of France, is one of the chief seats of national industry and commerce. Many branches of manufacture are conducted on an extensive scale: the advantages resulting from the greater subdivision of employment, the greater command of scientific assistance and of skilled workmen, being more than sufficient to countervail the higher wages and heavier expenses in other respects attending their prosecution in so great a city. Still, however, it is impossible that a city like Paris, without coal, and without the command of water power, should ever be able to come into successful competition with such places as Manchester, Glasgow, or Birmingham. The articles produced in Paris for exportation are almost entirely works of luxury, which have become, more or less, necessities by the increase of wealth and of civilisation.

The Chamber of Commerce made a detailed census of the industrial population in the years 1860-63, from which it appears that the French metropolis contains not less than 101,171 manufacturing, or industrial establishments, employing 416,000 workmen. The classification of these establishments shows that no fewer than 29,069 are devoted to feeding Paris; 5,378 to building Paris; 23,800 to clothing Paris; and 7,391 to furnishing Paris. Printing, engraving and paper making occupy 2,759 establishments; gold and jewellery 3,199. The number of workmen employed shows that in Paris there

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PHYSICS 311

LECTURE 1

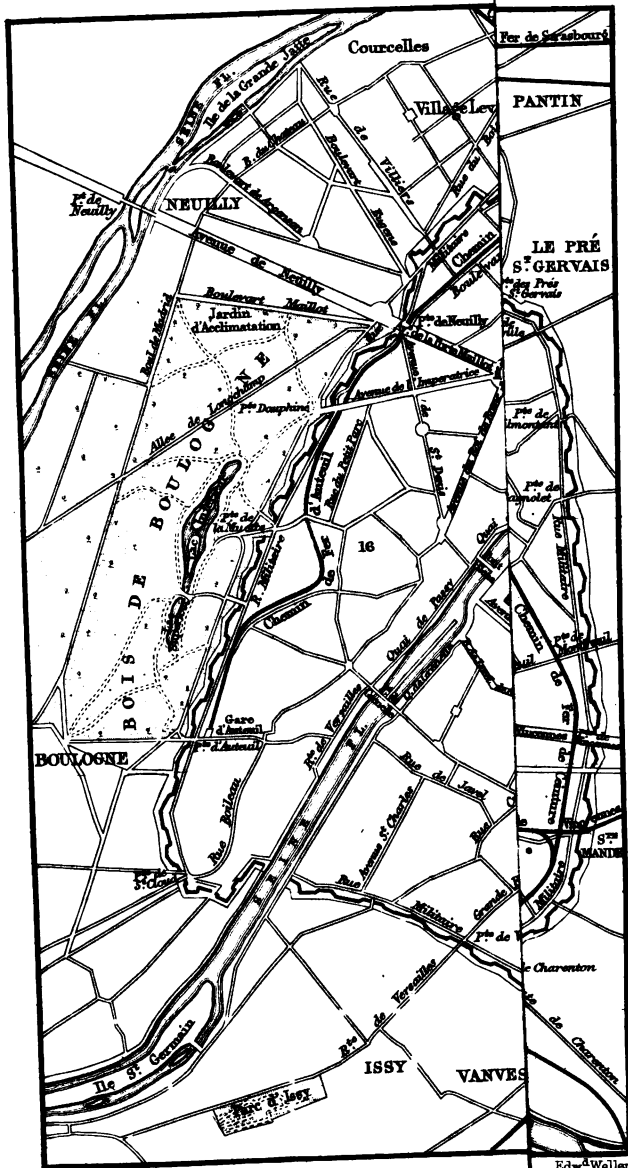
MECHANICS

1.1 Kinematics

1.2 Dynamics

1.3 Energy

1.4 Momentum



are very few large manufacturing establishments. Each of the 101,171 firms employs an average of five workmen. Only 7,492 employ more than ten hands; 31,480 employ from two to ten; and 62,199 employ but a single hand, or none out of the family.

The 101,171 manufacturing or industrial establishments are distributed as follows over the twenty arrondissements into which Paris is divided:—

1st arrondissement	7,265	establish-	12th arrondissement	2,674	establish-
2nd	7,972	ments	13th	2,586	ments
3rd	11,647	"	14th	2,181	"
4th	7,587	"	15th	2,635	"
5th	6,903	"	16th	1,408	"
6th	5,053	"	17th	3,149	"
7th	2,978	"	18th	4,602	"
8th	3,084	"	19th	3,837	"
9th	5,406	"	20th	3,803	"
10th	6,168	"	Total	101,171	"
11th	9,233	"			

The following statement shows the per-centage of manufacturing establishments in every one of the twenty arrondissements of Paris, the districts being arranged in the order of their industrial importance:—

3rd arrondissement	11.50	per cent.	19th arrondissement	3.79	per cent.
11th	9.12	"	20th	3.76	"
2nd	7.87	"	12th	3.63	"
4th	7.49	"	17th	3.11	"
1st	7.18	"	8th	3.04	"
5th	6.82	"	7th	2.94	"
10th	6.09	"	15th	2.60	"
9th	5.34	"	13th	2.55	"
6th	4.99	"	14th	2.15	"
18th	4.54	"	16th	1.39	"

The map of Paris opposite this page, which shows the division of the city into arrondissements, will serve to illustrate the above table. Most of the wholesale manufacturing establishments are located in particular districts. The manufacture of bronzes, jewellery, clocks, and what are called 'instruments of precision' has its chief seat in the third arrondissement—most important quarter of industrial Paris—while paper making, engraving and printing are principally carried on in the fifth and sixth arrondissements, popularly known as the 'quartier des écoles,' or district of learning. The manufacture of household furniture is concentrated in the eleventh arrondissement.

From the investigation of the Chamber of Commerce it appeared that the declared value of the total produce of the 101,171 industrial establishments above enumerated, amounted, in the year 1860, to 3,369,092,949 francs, or 134,763,718*l.* The sum was distributed



as follows among the various manufacturing and industrial occupations :—

Industries	Total value of productions francs	Value per cent.
Preparation of food and drink . . . . .	1,087,904,367	32.29
Building . . . . .	315,266,477	9.36
Furniture . . . . .	199,825,948	5.93
Clothing . . . . .	454,538,168	13.49
Yarn and woven fabrics . . . . .	119,998,751	3.56
Steel, iron and copper . . . . .	163,852,428	4.87
Gold and silver . . . . .	183,390,553	5.45
Chemical and ceramic works . . . . .	193,616,349	5.75
Printing, engraving, and paper making . . . . .	94,166,528	2.79
Instruments of precision . . . . .	66,040,233	1.96
Leather manufactures . . . . .	100,881,795	3.00
Saddlery and carriages . . . . .	93,849,195	2.78
Turned goods, combs, and brushes . . . . .	27,075,323	0.80
'Articles de Paris' . . . . .	127,546,540	3.78
Not classified . . . . .	141,140,294	4.19
	3,369,092,994	100.00

The following table shows the number of establishments engaged in the above manufacturing and industrial occupations, and the average value of the productions of each establishment, arrived at by the division of the total value of the productions of each group, as given in the preceding statement :—

Industries	Number of establishments	Average annual value of productions of each establishment
		francs
Preparation of food and drink . . . . .	29,069	37,425
Building . . . . .	5,378	58,695
Furniture . . . . .	7,391	27,037
Clothing . . . . .	23,800	19,098
Yarn and woven fabrics . . . . .	2,836	42,313
Steel, iron, and copper . . . . .	3,440	47,631
Gold, silver, and platina . . . . .	3,199	57,327
Chemical and ceramic works . . . . .	2,719	71,208
Printing, engraving, and paper making . . . . .	2,759	34,130
Instruments of precision . . . . .	2,247	29,390
Leather manufactures . . . . .	685	147,273
Saddlery and carriages . . . . .	1,738	53,998
Turned goods, combs, and brushes . . . . .	1,368	19,792
'Articles de Paris' . . . . .	5,140	24,814
Not classified . . . . .	9,402	15,012
	101,171	33,301

In the 101,171 manufacturing and industrial establishments before enumerated, there were employed in 1860, according to the investigation of the Chamber of Commerce, 416,811 workers, of whom 285,861 were males, 105,410 females, and 25,540 children under sixteen years of age. Of the latter, 19,059 were boys, and 6,481 girls. The following table—compiled, like the preceding ones, from the official report of the Chamber of Commerce, contained in a large quarto of more than a thousand pages, entitled ‘Statistique de l’industrie à Paris’—shows the number of workers employed in the various industries :—

Industries	Total number of workers	Men	Women	Children
Preparation of food and drink . . . . .	38,859	29,842	7,610	1,407
Building . . . . .	71,242	70,116	35	1,091
Furniture . . . . .	37,951	30,254	3,471	4,226
Clothing . . . . .	78,377	27,074	47,380	3,923
Yarn and woven fabrics . . . . .	26,810	9,592	15,327	1,891
Steel, iron, and copper . . . . .	28,866	26,455	1,052	1,359
Gold, silver, and platina. . . . .	18,731	11,395	3,580	3,756
Chemical and ceramic works . . . . .	14,397	10,263	3,189	945
Printing, engraving, and paper making . . . . .	19,507	13,191	4,225	2,091
Instruments of precision . . . . .	11,828	10,005	783	1,040
Leather manufactures . . . . .	6,597	5,774	694	129
Saddlery and carriages . . . . .	18,584	15,908	1,752	924
Turned goods, combs and brushes . . . . .	4,390	3,176	824	390
‘Articles de Paris’ . . . . .	25,698	10,742	12,619	2,337
Not classified . . . . .	14,974	12,074	2,869	31
	416,811	285,861	105,410	25,540

Each of the 101,171 establishments, as before stated, employs an average of 5 workmen. Only 7,492 employ more than 10 hands; 31,480 employ from 2 to 10; and 62,199 employ but a single hand, or none out of the family. Among the workmen 87 in every 100 can read and write; 12 in every 100 can neither read nor write; and those who can only read count as one in 100. The day’s work is less than 12 hours in 7,000 establishments; in 37,000, more than 12 hours; and in 20,000 there is no fixed limit. The wages average 4 francs 51 centimes per day, including women and children.

The modern rebuilding of Paris has greatly affected the working classes by raising the rent in all quarters of the city. But the new dwellings being much larger, and also more convenient than the old houses, there is no want of accommodation. It appears from the last government survey that 12,443 houses, containing lodgings for 71,566 families, were built in Paris between the years 1860 and 1865.

There are at present lodgings in Paris for 637,369 families, which are thus classed in the tax-collectors' books:—259,604 pay no house-tax, 203,277 are only partially taxed, 47,814 are fully taxed, and 17,040 are vacant. These vacancies, though apparently considerable, are held to be not sufficient. The Prefect of the Seine has calculated that, in order that lodgings in Paris should remain at a moderate price, there ought to be always 30,000 vacant.

The following, according to official statistics, were the articles of food consumed in Paris in the year 1864. Wine, spirits, and fermented liquors, in cask and bottle, 3,434,000 hectolitres; beef, mutton, veal, pork, venison, potted meat, 123,643,359 kilogrammes; cheese, 2,968,967 kilogrammes; sea-fish to the value of 11,880,672 francs; oysters, 2,652,832 francs; fresh-water fish, 1,480,390 francs; poultry and game, 12,928,753 francs. It is difficult to form any estimate of the consumption of bread, on account of the permitted exportation of wheat into the neighbouring districts, whenever the price outside the barriers exceeds that of the Halle au Blé. The daily consumption of flour is estimated to amount to about 2,000 sacks.

The consumption of wine in Paris has increased considerably of late years. It amounted in 1852 to 32 gallons a head, and in 1864 to 40, besides 340,304 hectolitres of beer retailed in Paris during the same year.

The consumption of poultry in Paris constitutes one of the most important branches of local trade. They arrive from various quarters. The Sarthe and the Calvados send capons and fat pullets. Toulouse, Le Mans, Mortagne, and Strasbourg, geese. The Oise, the Somme, the Pas de Calais, and the Nord breed pigeons for the Paris market. The Loire-Inférieure, the Sarthe, Seine-et-Oise, Indre-et-Loire, Eure, and Loiret are famous for their ducks. The Cher, Aube, Indre-et-Loire, Seine-et-Marne supply a vast number of turkeys. The Oise, l'Eure-et-Loire, Somme, Seine-et-Marne, Seine-et-Oise, and Sarthe produced the finest crammed fowl. The game consumed in Paris is supplied from thirteen departments—viz. the Seine-et-Oise, Seine-et-Marne, Aisne, Oise, Somme, Nord, Pas de Calais, Loiret, Mayenne, Bas-Rhin, Haut-Rhin, Sarthe, Maine-et-Loire.

Paris was the first city in Europe, if not in the world, where those useful vehicles for local travel, known as omnibuses, came to be established. The first Paris omnibus commenced running in March 1662. It set out from the Place de la Bastille, and stopped at the Luxembourg. The second line was organized in April 1662, and its extreme points were the Place Royale and St. Roch; and the third line, on May 22 following, from the corner of the Rue Montmartre and the Rue Neuve Saint Eustache to the Luxembourg. An omnibus was established on June 1 of the same year, which made the tour

of Paris by the external boulevards. A fifth line was established in July 1662, from the Rue Poitou to the Luxembourg. The service lasted for near 16 years, and then broke down. It was revived at Nantes in 1826, and at Bordeaux in 1827. Paris followed the example in 1828, and founded a general omnibus company. The present company has 39 dépôts for horses, carriages, and forage. The central administration employs 72 servants, whose salaries vary from 60*l.* to 220*l.* The persons employed at the dépôts are a director, receiving a salary of 480*l.* a year; three inspectors, at 144*l.* each; one principal and three assistant veterinary surgeons, 33 head grooms, with wages varying from 54*l.* to 112*l.*; 28 stable men, with salaries varying from 52*l.* to 80*l.*; 110 shoers, earning 3*s.* a day; 33 wheelwrights, earning 3*s.* a day; 33 saddlers, at 3*s.*; 600 stable boys the same; and 200 others employed as helpers. The servants employed on the lines are an inspector-general, with a salary of 240*l.*; two divisional inspectors, at 140*l.*; 21 assistant-inspectors, at from 100*l.* to 120*l.*; 300 controllers, at 48*l.*; 650 coachmen, at from 3*s.* to 4*s.* a day; and 600 guards the same. There are 620 artisans at the works, such as coachmakers, painters, smiths, saddlers, and turners, who earn on an average 4*s.* for a day's work of 10 hours. There are at present 675 omnibuses belonging to the Paris General Company, and they carried 93,270,719 passengers in 1864. The 44 omnibuses which run from the church of the Madeleine to the Bastille took 8,938,543 passengers, and the 33 omnibuses which run from the Bastille to the Odéon conveyed 4,936,012. The omnibus of the Ternes carried 4,030,288; that from Menilmontant to Montparnasse, 4,027,208 passengers. Next in importance was the omnibus from the barrière Charenton to St. Philippe de Roule, which took 3,727,664. The two lines which carried the fewest passengers were those from the barrière de Charenton to the barrière de Fontainebleau, 1,640,706, and from the Petite Villette to the Cours la Reine, 1,551,658.

Hackney coaches were introduced in Paris as early as the beginning of the 14th century. Paris under Philippe le Bel—1285 to 1311—possessed three carriages; they were round and held two each. Under Henry IV. the number of carriages increased to 320. Under Louis XIV. the vehicles of every description in Paris amounted to 1,500. In 1833 there were 913 hackney coaches in Paris and 21 supplementary carriages for Sunday, 700 cabriolets standing in the street, and 700 de remise, 250 omnibuses, 179 coucous for the suburbs, 9,000 private cabriolets, and 6,000 private carriages or voitures de remise, altogether 17,763 carriages on two or four wheels. In 1853 the number of carriages had risen to 22,000, and in 1859 to 39,000. In 1850, 16,550 horses passed daily on the Boulevard des Italiens, and 22,750 in 1859. In 1863 the traffic in

Paris was represented by 958,675 carriages, including private and all other vehicles, which number exceeded that of 1862 by 51,551. A similar increase took place in 1864, and the following years. A new tariff for hackney coaches, 'voitures de place,' and 'voitures de remise' was issued by the government in 1866, and came into operation on June 15 of this year. According to the tariff—which, however, only fixes a maximum, leaving passengers at liberty to bargain for conveyance at a reduced fare—the prices are as follows: For street cabs, or voitures de place.—The drive, by day, for those made to carry two or three persons, 1fr. 50c.; for four or five persons, 1fr. 70c. the hour, 2fr. and 2fr. 25c. respectively; by night the fares are 2fr. 25c. and 2fr. 50c. the drive; 2fr. 50c. and 2fr. 75c. the hour; to the Bois de Boulogne or Vincennes, and the communes outside the fortifications, the charges by day are 2fr. 50c. for carriages for two or three persons, and 2fr. 75c. for four or five, either by the hour or the drive; if passengers quit the cabs beyond the fortifications a return fee of 1fr. must be paid. Drivers cannot be compelled to go beyond the fortifications at night; in such cases a bargain must be made. For the voitures de remise, or carriages not plying for hire in the streets, but in private yards and under gateways, the prices are:—The drive, by day, for vehicles for two or three persons, 1fr. 80c.; for four or five 2fr.; the hour, 2fr. 25c. and 2fr. 50c. respectively; at night, 3fr. the drive or hour, for carriages to carry any number of persons. The drive, or hour, by day beyond the fortifications is 3fr., and the return fee 2fr. The day is considered to commence at half-past six in summer and seven in winter, and to last until half-past twelve at night. It will be seen that the cab fares of the French capital are more moderate than those of the British metropolis.

Paris is the centre of all French railways. There are eight great lines of railway terminating in the city, and the Chemin de fer de Ceinture, or girdle-railway, connects the whole of the northern and western suburbs, as well as the chief lines with each other. The handsomest station is that of the Chemin de fer du Nord, a palatial building, the façade of which is ornamented by a profusion of statuary. The Chemin de fer de l'Ouest has two stations, north and south of the river: this system includes the two lines to Versailles, which at times, when the great fountains are playing—always on Sundays—carry nearly 100,000 travellers away from and back to Paris.

#### *C. Administration and Public Establishments.*

Paris, with its environs, forms the department of the Seine, of which the form is nearly circular and the diameter about fifteen

miles. At the head of it is a prefect, under whom are twenty mayors, one for each of the twenty arrondissements of the town, and two sub-prefects for the country districts. The city of Paris disposes of a budget, estimated by the Prefect of the Seine, in presenting the probable statement of the city revenues for the year 1866, at no less a sum than 218,158,906fr., or 8,726,356*l.* This amount, however, includes a payment, 'sur fonds spéciaux,' which amounts to 61,248,011fr., or 2,449,920*l.*, representing the proceeds of loans contracted by the city. The octroi duties for 1866 were estimated to yield 92,385,000fr. or 3,695,400*l.*; the rent for standings in the markets figured for the sum of 8,150,210fr.; the public weights and measures for the sum of 1,005,000fr.; the waterworks for the sum of 5,803,344fr.; standing places in the public ways for the sum of 3,205,330fr.; concessions of land, and burial fees, and the payment of the 'Pompes funèbres,' 2,332,475fr.; the use of the abattoirs, 2,355,000fr.; and a number of other swell the 'ordinary receipts' of the city to the sum of 134,160,414fr., or 5,366,417*l.* The product of the 'extraordinary receipts,' which are composed of the payment by the adjacent proprietors to the expense of the public works, such as the sewerage, the paving, the sale of the waste land that may remain after the execution of the new streets, and the sums due from the State, were estimated to produce, in 1866, the total sum of 12,250,480fr., or 490,019*l.* The rest of the budget of 1866 was made up of the 'recettes supplémentaires,' consisting of balances of the former accounts to the extent of 420,000*l.*; and the receipts from the loans becoming payable in the course of the year 1866, estimated at about 2,449,920*l.* The bulk of the taxation of Paris, it will be seen, is raised by a species of indirect payment, which is little felt, as the articles that bear the taxation must be paid for at prices sufficient to cover it. The intervention of the State is, also, an indirect way of making France contribute to the improvement of the capital.

Of all the great works of public utility undertaken and completed by the Municipal Council of Paris, the most considerable and the most complicated in their details and in their execution are the sewers constructed under the streets. In the year 1800 the sewers under the streets of Paris were only 15,386 yards long; from 1800 to 1831 there were 20,124 yards of sewers constructed; from 1832 to 1839, 50,870 yards; from 1840 to 1847, 27,804; from 1848 to 1849, 5,925; from 1850 to 1855, 21,738; in 1856, 3,528; in 1857, 10,999; in 1858, 4,436; in 1859, 18,383; in 1860, 19,944; in 1861, 20,079; in 1862, 30,057; in 1863, 30,682; in 1864, 39,227. Private branch sewers measure 16,559 yards. At the end of 1866 the subterranean sewers of Paris, which are so broad and so deep

that they are called canals, measured 250 miles in length, without including those in course of construction.

The water supply of Paris has always been very defective, but the evil is about to be remedied by the opening of a system of vast waterworks in the summer of 1868. The superiority of spring water over river water was long known to the inhabitants of Paris, and the Arcueil waters were early prized; yet it was not till the thirteenth century that a religious corporation, proprietors of a spring at Belleville, near Saint-Gervais-des-Près, commenced to supply, by means of an aqueduct, a fountain yielding 35,200 gallons per 24 hours. In the seventeenth century, Paris received 44,000 gallons per day, or, as the population was 200,000, less than  $1\frac{1}{4}$  pint per inhabitant. Henry IV. abolished many privileges and monopolies tending to limit the water supply, and installed the first pump called the 'Samaritan,' at the Pont-Neuf. In 1613, he set about reconstructing the aqueduct of Arcueil; but this great project was only put into execution by Marie de Medicis. But under Louis XIII. and Louis XIV., concessions awarded to favourites caused such a dearth of water that a second pump, called that of Notre Dame, was set up in 1671, and remained till a few years ago. By this means Paris received 396,000 gallons per day, or 2.6 quarts per inhabitant. In 1777, the Perier Company constructed the Chaillot pumping engines, which raised water at the very outfall of the sewers, and in 1782 the State purchased and improved the plant of the company, increasing the water supply to 1,760,800 gallons per day, giving 12.3 quarts per head of the population. This was still a very deficient supply. In 1797, the project of the Ourcq canal was set on foot; the works of this supply from the Marne were begun in 1801, and completed in 1822. The supply branch commences at Mareuil, and arrives at La Villette by an open canal 100 kilomètres long. These waters have three outlets, one ending at Monceaux by means of the 'aqueduc de ceinture,' another leading into the Saint-Denis canal, and a third into the Saint-Martin canal. To this quantity must be added the supply from eighteen steam-engines, from the artesian wells of Grenelle and Passy, which brings the sum total of the water supply of Paris to 42,919,500 gallons every twenty-four hours. The supply is thus divided,—23,110,500 gallons from the Ourcq canal, 17,608,000 gallons from the Seine, and 2,201,000 gallons from Arcueil, the artesian wells, and Belleville springs, or 25.3 gallons per inhabitant.

The Ourcq canal has been constructed for the twofold purpose of canal and aqueduct. It is traversed by 600 boats, with about 1,600 men; and it runs through 100 kilomètres of country to empty itself in a basin, situated in such a manner that to interrupt the service would deprive Paris of this supply for a month. The water of the canal

is muddy and selenitic. The Seine water raised at Chaillot, which furnished in 1857 about 5-6ths of the public supply, is full of organic matters which, according to M. Dumas in his report to the Municipal Council, sometimes attain incredible proportions. Thus, after the dry season of 1858, there passed under the Pont Royal one cubic mètre of sewage, equal to 220 gallons, in 44 of water per second, so that the Chaillot pumps supplied 2·3 per cent. of organic matter to the inhabitants. A remedy for this state of things now became absolutely necessary, and at length, after a protracted examination and the analysis of 300 springs, the project of Mr. Belgrand, engineer in chief of the waterworks of Paris, was adopted. The two sources of future water supply fixed upon were both in the champagne district—that of the River Dhuys, rising between Château-Thierry and Châlons; and that of the Vanne between Troyes and Sens. The former yields 8,800,000 gallons per day, and the latter about 22,000,000 gallons. Their waters contain no sulphate of lime, and the carbonate of lime they hold is less than that in the Seine water. The Dhuys arrives into the highest quarters of Paris, where it is allowed to fall through a cascade, which causes it to deposit its excess of carbonate of lime. It starts with two canals, each a kilomètre long, which are united into one. Following the left bank of the Marne as far as Chalifert, it there crosses the river, and keeps on the right bank as far as Belleville, which it reaches after a run of 140 kilomètres. At the Menilmontant hill the Dhuys is at an altitude of 354 feet, while the Ourcq basin has only 171 feet. The reservoirs of the Dhuys contain 220,100,000 gallons, and are arched and covered over with a thick layer of earth. The reservoir for the Vanne water, at Menilmontant, will be 262 feet in elevation. When this is completed, about the year 1868, Paris will have a daily supply of 30,814,000 gallons of spring-water, or 18 gallons per inhabitant, solely for domestic use. Adding to this the supply from several new turbine pumps at St. Maur, it is calculated that there will be 100,145,500 gallons daily, or 58·77 gallons per inhabitant, supplied to the town of Paris about the commencement of the year 1869.

The gas supply of Paris is very good, although it is in the hands of one public company, which enjoys a virtual monopoly. Previous to the year 1865, there were six companies, but they were united at this period by the desire of the government. By the terms of a convention between this new company and the Prefect of the Seine, the production of gas was to take place chiefly at one manufactory, at La Villette, so as to concentrate the public nuisance arising therefrom within the smallest compass. The company also agreed to pay the town the sum of 8,000*l.* for the privilege of laying their pipes in the public ways, and to give two centimes a mètre cube, or about 5½*d.* per 1,000 cubic feet, as a compensation for the octroi dues; it more-



over agreed to share the profits of the working above 10 per cent. with the municipality of the city of Paris after the expiration of the first sixteen years. By the terms of the convention, the material and plant that were employed, and all the land and buildings devoted to the manufacture, were to remain the property of the company at the expiration of the lease, which was fixed at fifty years from January 1, 1856, and the company bound itself, in the meantime, to alter the position of their mains, &c., whenever the town might require to execute works for the water supply and sewerage. Finally, as to terms, the company bound itself to supply gas for the public lighting at the lowest prices. There are three sets of flames: the first,  $2\frac{1}{4}$  in. wide by  $1\frac{1}{8}$  in. high, is paid per hour 0·015fr.; the second,  $2\frac{5}{8}$  in. wide by  $1\frac{1}{4}$  in. high, is paid per hour 0·021fr.; and the third,  $3\frac{5}{8}$  in. wide by  $1\frac{3}{8}$  in. high, is paid per hour 0·030fr. When the gas is sold to the town by mètre, it is paid for at the rate of 0·15fr. the mètre cube, or about 3s.  $4\frac{1}{2}$ d. per 1,000 cubic feet; the company is obliged to fix, paint, and repair the lamp-posts and candelabra, but the town furnishes them. For private consumption, the company is entitled to charge for the gas supplied at the rate of 0·30fr. per mètre cube, or about 6s.  $8\frac{3}{4}$ d. the 1,000 cubic feet, upon agreement of three months' date, terminable at the option of either party. But the parties so receiving the gas cannot employ it without the production of a certificate of the person employed by the town to examine the fittings and other apparatus. It is stipulated also in the convention that if, during the period of fifty years, for which the lease was granted, there should be discovered any new system of lighting, the gas company shall be bound to introduce it, under conditions fixed by the municipality; otherwise the municipality reserves to itself the right of granting a fresh concession for the new system of lighting, without being bound to compensate the company in any way whatever. The quality of the gas is provided to be such that a lamp of the first series mentioned, which would consume 100 litres per hour, should give a light equal to 0·77 of a carcel lamp burning 42 grammes of rape oil in an hour; for the lights of the second category, burning 140 litres an hour, the light is to be equal to 1·10 of that above given; and for the lights consuming 200 litres in the hour, it is provided that they shall yield 1·72 of the light of a carcel lamp as described. It may be stated that this corresponds very nearly with the English standard.

There are in the neighbourhood of Paris, and within the lines of the fortifications, ten gas stations, of different capacities, but all subordinate to the great station of the Vilette. These stations are—  
 1. La Vilette; 2. Les Ternes; 3. Passy; 4. Vaugirard; 5. Ivry  
 6. Chartronne; 7. Belleville; and besides, three more situated in the surrounding communes of St. Denis, Boulogne, and Charenton. A

already stated, the factory of La Villette is the most important of these stations, sufficient for the manufacture of one-third of the gas consumed in Paris; the stations of Passy and Vaugirard supply together nearly another third; and the other stations contribute about equally to the total consumption. The distribution of the gas from the reservoirs takes place under the pressure of rather more than  $1\frac{1}{2}$  of an inch during the day-time, and in the night-time of  $3\frac{3}{8}$  to  $3\frac{3}{4}$  of an inch. The coal used in Paris is mostly of Belgian and north of France origin; a small portion of cannel, or boghead, is only introduced when the illuminating power of the gas is below the standard. The average yield of this coal is about, per hectolitre:—gas, 22·94 mètres; large coke, 31·11 kilogrammes; breeze, 12·07 kilogrammes; tar, 4·50 kilogrammes; and ammoniacal liquor of the value of 0·036 fr. The capital invested in the Paris gas-works consists of a share capital of 4,000,000 fr., and of bonds of the company amounting to 21,000,000 fr., or, in all, 1,000,000*l.* sterling. The cost of the gas supplied to the whole of Paris is calculated to average 2*l.* 10*s.* per head of the population.

The task of extinguishing fires in Paris is left to a fire brigade, organised on a military footing, and known as the 'Corps des Sapeurs Pompiers.' Large conflagrations, however, do not occur often, owing chiefly to the fact that even in the most obscure streets of Paris every part of a house is well constructed, and the plaster used in every floor is almost impervious to fire. The streets are generally wide, but even in the narrow lanes it is unusual for a house on one side of the road to set fire to one on the other. The water is the property of the municipality, and is not under the control of the Sapeurs Pompiers. It is pumped from the Seine by a steam engine into a small reservoir at Chaillot, two miles from Paris, about 60ft. above the ordinary level of the city. The fire stations are—for the état major, or staff, 1; for the casernes, or district stations, 10; and for the petits postes, or small stations, 86; making in all, 97 stations. In addition to these, many theatres and other public buildings have a constant attendance of sapeurs with their appliances. The état major is the residence of the colonel commandant, his personal staff, and a company of sapeurs. The casernes are barracks, each of which contains a company, consisting of three officers, some 40 subaltern officers, and about 83 sapeurs, besides two enfants—*i.e.* about 128 in all. The petits postes are merely small offices containing one engine and guard beds for the three men on duty. In the casernes there are always 15 men and one officer on duty, and a number of others available in case of need, especially at night, when they have always a reserve of 40 or 50 men. The first engine is generally at the scene of the fire in about five minutes from its discovery. In Paris the call or notice of a fire is not paid for. The

entire Corps des Sapeurs Pompiers consists of a colonel commandant and principal staff, or état major, 10; secondary staff, or petit état major, 9; officers, 30; sub-officers and sapeurs, 1,230; and enfants de troupe or children of sapeurs, 20—in all, 1,299. The men are selected for this service from the infantry, as a sort of reward for good service; but they are always liable to be sent back to their regiments if they prove ill-conducted or inefficient as firemen, having been in the first instance chosen for their apparent fitness for this service. They are not retained as sapeurs after they are 45 years of age, except in the case of a few officers of high standing. The average annual number of fires in Paris is 300. The municipality contributes the whole of the expenses of the Sapeurs Pompiers, which amount to about 60,000*l.* annually, exclusive of the rents of their stations, of which the value may be estimated at 20,000*l.*, so that the whole known annual cost of the establishment is about 80,000*l.* This amounts annually to about 4,500*l.* per square mile, 32*s.* per house, 1*s.* each person, or 266*l.* each fire.

Paris, till 1826, though abounding with fine public edifices, had no structure specially devoted to the transacting of commercial business. The merchants previously met in the Hôtel Mazarin, and afterwards in the Palais Royal; but the inconvenience to which they were subject led, in 1808, to the formation of a plan for constructing a Bourse, or exchange, sufficiently large for the multifarious business of the capital. The form of the Bourse, which stands in a spacious square at the east end of the Rue St. Augustin, is a parallelogram, 212 ft. in length by 126 ft. in width, surrounded by a peristyle of 66 Corinthian columns. The Salle de la Bourse, or great hall, on the ground floor of the building, 116 ft. in length by 76 ft. in breadth, is surrounded by arcades of Doric architecture. A grand staircase leads to a spacious gallery supported by Doric columns, and to the hall of the Tribunal of Commerce. Corridors run round both the upper and lower hall, communicating with various rooms devoted to commercial purposes; and on the whole the arrangements are of the most complete description. The hours for transacting business are from 1 to 5, but the galleries and corridors are open from 9 to 5.

The Banque de France was erected by Mansard in 1720, but large additions were made to it subsequently, forming the whole into a vast block of buildings. Among the recent additions, constructed in 1865 and 1866, the vaults are the most important, being destined to receive the metallic reserve of the establishment, amounting generally to several hundred millions of francs. The walls of these vaults are of enormous thickness. On descending the first steps leading to their entrance, the first obstacle is an iron door, locked with three keys, one of which is in the hands of the governor of the bank, the second is kept by

the cashier, and the third by a government official, known as the censor; so that this door cannot be opened without the simultaneous consent of these three functionaries. The door gives access to a first compartment, containing the funds for current use. The safe kept here is so constructed that if the secret of its interior form is not known to the person approaching it, the slightest touch anywhere will set a noisy alarm going, loud enough to startle all the inmates of the establishment. The next compartment is circular, and called the Serre; it cannot be entered without the same precaution, and it is fitted up with fire-proof shelves. It contains all the important deeds, notes, and papers belonging to the bank; also deposits of private individuals. Here wealthy persons may leave their jewels previous to going on a journey. After the Serre come the vaults properly so called, the entrance to which is closed by an iron door secured by several combination locks; it turns on central pivots, like Italian doors. It gives access to a well-hole, containing a winding staircase, admitting but one person at a time, and leading to subterranean galleries 420 mètres in length. These are filled with iron casks containing bullion and coin, and labelled according to their contents. By way of additional security, the well-hole might be filled up with clay and the vaults with water at a minute's notice, if the safety of the treasure were menaced in the slightest degree.

The Bank of France was founded in 1803, and received the exclusive privilege of issuing notes payable to bearer. Its capital amounts to 91,250,000 francs, in shares of 1,000 francs each. The notes issued are for 500 and 100 francs. The customary rate of discount varies according to circumstances, but averages 4 per cent.; the bank, however, discounts no bills that have more than three months to run. It opens, also, 'comptes courants' with all requiring them, and charges no commission, its only remuneration for such transactions arising out of the use of money placed in its hands. The government of the bank is vested in a council of twenty, elected by the 200 largest proprietors; the governor and deputy-governor are appointed by the president. The institution is flourishing, and enjoys almost unlimited credit. The stock of bullion and specie of the Bank of France fluctuated in 1865 between 12,455,168*l.* and 20,854,104*l.*; the lowest total was recorded in January and the highest in July. The minimum of the note circulation in the year 1865 was 29,048,488*l.*, and the maximum was 36,965,520*l.* The total 'operations' of the bank in 1865 were 296,904,444*l.*, as compared with 316,373,104*l.* in 1864. The 'operations' of the Central Bank of Paris in 1865 amounted to 117,845,768*l.*, and those of the branches to 179,058,676*l.*, while in 1864 the 'operations' of the Central Bank amounted to 139,215,980*l.*, and those of the branches to 177,117,124*l.* The Bank of France has branches in all the more

important towns of France; the five branches which have the greatest amount of business are at Marseilles, Lille, Havre, Lyons, and Bordeaux.

The transactions of the Paris Bourse are carried on principally by companies, acting in the name of individual 'agents de change,' or stockbrokers. These companies were formed in consequence of a law passed on June 3, 1862, which authorised the undertaking by an association or company of the business of agent de change. The effect of this statute was to legalise what had long been a practice in defiance of the law. The Paris Exchange, whose transactions involve the enormous sum of 50,000,000,000 fr., or 2,000,000,000*l.* sterling annually, has, up to the present day, but sixty licensed brokers attached to it. This number was fixed at the commencement of the present century, when the transactions of the Bourse did not amount to one-fiftieth of what they do now. The business of a broker, which is most lucrative, especially since the suppression, in 1858, of the 'coulisse,' or the unlicensed brokers, is much sought after, and is purchased at the price of from 2,000,000 to 2,500,000 fr., and even more. It was long evident that a man who had such a capital at his own disposal would hardly be inclined to undertake the very onerous profession of an 'agent de change,' and the practice accordingly arose for a number of capitalists to unite and purchase the business. The licensed broker was then only the nominee and the executive agent of the association. Not being able to change this illegal state of things, the Government found it preferable to legalise and recognise it; and by the new law it is accordingly laid down that 'les agents de change pourront s'adjoindre des bailleurs de fonds intéressés, participant aux bénéfices et aux pertes résultant de l'exploitation de l'office et de la liquidation de sa valeur,' in short, that the brokers could take partners. The only restriction imposed in the law of 1862, is that the nominal occupant of the office must always be proprietor, in his own name, of one-quarter of the sum representing the price of the 'business,' and of the amount of the caution-money deposited.

The 'Code de Commerce' or Commercial Code, by which questions of trade and economy are governed in France, recognises three classes of commercial associations:—1. The company formed 'en nom Collectif;' 2. The company 'en Commandite;' and, 3. The company 'Anonyme.' In the first of these, which is the most ancient form of company, and that most generally in use for smaller manufacturing or commercial ventures, all the shareholders are jointly and severally liable for all the obligations of the company, inasmuch as they are each and all considered to take an equal part in the management and direction of its affairs. The second is composed of two classes of shareholders: the one, acting and directing the company, and therefore responsible and liable; and the other, simply advancing capital.

The latter, called 'associés commanditaires,' or sleeping partners, are only liable for the amount they invest in the capital of the company. The former, called 'associés commandites,' who have the exclusive control and direction of affairs in the name of the company, are alone liable to the amount of the whole of their property, and personally, for the engagements contracted by the company. But in order to enjoy the privileges of limited liability, the 'commanditaires' are precluded from in any way interfering in the management or from being even employed in the affairs of the company; otherwise, they also become liable in common with the others. The third class, the anonymous company, is, as its name indicates, wholly impersonal. It is not called by the name of any one of its shareholders, but takes its designation from the nature of the undertaking for which it is formed. No individual appears ostensibly, and nothing but the capital engaged is known. No shareholder is liable for more than the amount he has invested, however great a share he may take in the management of the affairs of the company. The directors are simple agents, responsible only to the other shareholders for the execution of the duties entrusted to them. It is, in short, a company under limited liability, this privilege being enjoyed by all the shareholders, whether acting or not, without distinction. At the end of 1865, there were registered, in the whole of France, above 5,000 companies, the greater number belonging to the 'anonyme' class. Considerably more than one-half of these companies are at Paris.

*Principal Banks and Bankers at Paris.*

Banque de France.—Comptoir d'Escompte de Paris, drawing upon Union Bank of London.—Arthur et Cie., drawing upon Glyn & Co. London.—Ballin et Cie., drawing upon Bank of London.—Blount et Cie., drawing upon Union Bank of London.—Chaigneau, drawing upon Union Bank of London.—Desmarest et Ducoing, drawing upon Scott & Co., Cavendish Square, London.—Erlanger et Cie., with branch at Frankfort-on-the-Main.—Ferrère-Laffitte, drawing upon Coutts & Co., London.—Gay, Bazin et Cie., with branch at Marseilles.—Gil et Cie., agents of the Oriental Bank Corporation, London.—Königswarter et Cie., with branches at Amsterdam, Frankfort-on-the-Main, Hamburg, and Vienna.—Laffitte et Cie., drawing upon London Joint-Stock Bank.—Lecuyer et Cie., with branch at St. Quentin.—Lillo et Cie., drawing upon Bank of London.—Lisle et Cie., drawing upon Bank of London.—Luc, Callaghan et Cie., drawing upon London and Westminster Bank.—Mallet, frères, drawing upon Coutts & Co., London.—Marcuard et Cie., drawing upon London Joint-Stock Bank.—Pische et Bayerque, with branch at San Francisco.—Robert et Cie., with branch at Algiers.—Rothschild, frères, with branches at Frankfort-on-the-Main and London.—

Spielman et Cie., drawing upon Metropolitan and Provincial Bank, London.—Stern et Cie., with branch at Frankfort-on-the-Main.—Van der Broek, frères et Cie., drawing upon Union Bank of London.

*Principal Hotels at Paris.*

Albion et des Pays-Bas, 20, rue du Bouloi.—Ambassadeurs, 141, rue St. Honoré.—Angleterre, 132, rue St. Lazare.—Arcade, 43, rue de l'Arcade.—Bade, 32, boulevard des Italiens.—Bedford, 17, rue de l'Arcade.—Bourse et des Ambassadeurs, 15, rue Notre Dame des Victoires.—Brighton, 218, rue de Rivoli.—Britannique, 24, faubourg St. Germain.—Byron, 20, rue Laffitte.—Canterbury, 28, rue de la Paix.—Capucines, 37, boulevard des Capucines.—Castiglione, 12, rue Castiglione.—Castille, 5, boulevard des Italiens.—Clarendon, 4, rue Castiglione.—Deux-Mondes et d'Angleterre, 8, Chaussée d'Antin.—Douvres, 17, boulevard des Capucines.—Dunkerque et de Folkestone, 32, rue Laffitte.—Étrangers, 3, rue Vivienne.—Europe, 5, rue Le Peletier.—Folkestone, 9, rue Castellane.—France et Angleterre, 72, rue Richelieu.—Grand Hôtel, boulevard des Capucines.—Grande Bretagne, 14, rue Caumartin.—Helder, 9, rue du Helder.—Iles Britanniques, 22, rue de la Paix.—Italiens, 23, boulevard des Italiens.—Lille et Albion, 211, rue St. Honoré.—Londres, 5, rue Castiglione.—Louvois, 3, rue Richelieu.—Louvre, 166, rue de Rivoli.—Meurice, 228, rue de Rivoli.—Mirabeau, 8, rue de la Paix.—Newton, 13, rue de l'Arcade.—Nord, 37, place Roubaix.—Paix, 32, rue de la Paix.—Rhin, 4, place Vendôme.—Richmond, 11, rue du Helder.—Russie, 2, boulevard des Italiens.—Taitbout, 12, rue Taitbout.—Terrasse, 236, rue de Rivoli.—Tours, 36, place de la Bourse.—Trois Empereurs, 170, rue de Rivoli.—Univers, 3, place Louvois.—Vendôme, 1, place Vendôme.—Voltaire, 19, quai Voltaire.—Westminster, 11, rue de la Paix.—Windsor, 226, rue de Rivoli.—York, 61, rue St. Anne.

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## CHAPTER II.

### Lyons.

#### *A. General Description.*

LYONS, the largest manufacturing town, and the second largest city of France as regards population, stands at the junction of the Rhône and the Saône, chiefly on a tongue of land or peninsula between those two rivers, the length of which is nearly four miles, average breadth about one mile, though in the northern part of the city increasing to upwards of a mile and a half. Some extensive and important

districts, as St. Just, St. George, St. Irénée, and Vaise, are, however, situated on the west or right bank of the Saône, on and round the hill of Fourvières; and in the east, on the left bank of the Rhône, are the Faubourg Guillotière and the Quartier des Brotteaux. South of the city, the handsome and regular suburb of Perache is extending towards the extremity of the peninsula; while on the north, beyond the fortifications, on the declivity of a hill extending from one river to the other, is the municipal commune of La Croix Rouse, comprising the suburbs of Serin and St. Clair. A tower on the hill of Fourvières, 680 ft. above the Saône, commands a landscape which combines the rich and the grand in the highest degree. At the spectator's feet is Lyons, with its two noble rivers, its bridges, squares, quays, and public edifices, the vessels that crowd the Saône, and the busy activity that pervades its streets, announcing a highly civilised, prosperous, and opulent community. Unlike Paris and many other French towns, which stand isolated, as it were, in the country, with ploughed land and meadows coming close up to the barriers, Lyons appears as the nucleus of a vast population, melting gradually by its suburbs into clusters of villages, which break up into smaller villages, hamlets, villas, and manufactories. Even at the distance of ten miles, the country is thickly dotted with buildings, some of which are seen perched on the southern and western declivities of the hills which enclose the plain. The high and mountainous land on the western side of the city is scarcely an exception; for, sterile as it seems, it is enlivened by country houses, villages, and manufactories. Beyond the hills which bound the plain on the north-east is seen Mount Jura; on the east are the Alps; above which, at the distance of 100 miles from the town, Mont Blanc is towering like a white cloud or a mass of snow.

The interior of the most busy part of Lyons exhibits little regularity, and chiefly consists of narrow, winding streets, rendered dark by the extreme loftiness of the houses. These are chiefly of stone, and solidly built, but old; and several of the streets leading up steep declivities are inconvenient for carriages. The quartier St. George is greatly inferior in appearance to the suburbs of Croix Rouse and des Brotteaux, which, like it, are chiefly inhabited by the working classes. But the wretched aspect of some parts of the city is in some degree countervailed by the magnificence of others. Three ranges of quays, two on the Saône and one on the Rhône, interspersed with above twenty bridges, nearly all of modern construction, with the glacis and hill of Fourvières, encompass all that is situated between the two rivers, and form a noble and imposing outline. The Saône, which is far more useful to Lyons in a commercial point of view than the Rhône, is lined with numerous wharves and landing-places; and along the Rhône, from the Faubourg St. Clair



to Port Perache, a distance of several miles, is a line of elegant public and private edifices, and a public walk, planted with a double row of trees, commanding a fine prospect over the fertile plain to the east. The waters of the Rhône are rapid, cold, and clear, and it forms in every respect a remarkable contrast to the Saône, which has a sluggish current and a muddy stream.

The geographical situation of Lyons is singularly favourable for the staple employment of its inhabitants, the silk manufacture. Standing at the point of junction of two large rivers, by means of which it communicates with a vast extent of inland country, and with the Mediterranean sea, it had an extensive commerce long before the days of railways. The districts which produce the largest quantities of native silk are immediately adjacent, and it is the natural *dépôt* and place of transit for the silks of Italy in their way to the great manufacturing countries. Added to which, the manufacture has had its principal seat in Lyons for some centuries, and though it has been frequently disturbed by political events, and once or twice was nearly annihilated, it always returned again to take up its position in its ancient haunts.

#### *B. Population and Industry.*

The population of Lyons has doubled in the course of the last forty years. An enumeration made in 1820 gave 115,841 as the number of inhabitants, while the census returns of 1861 showed a population of 318,803. Of this number, rather more than two-fifths are directly or indirectly engaged in the silk manufacture.

According to an investigation made in the year 1863, there were at that time close upon 70,000 looms employed in the manufacture, about two-thirds of them in the city and suburbs, and the rest in the *dép. du Rhône*, and neighbouring departments. The total number of master weavers or *chefs d'atelier* and *maître-ouvriers* in Lyons and its suburbs amounts to about 10,000; and the journeymen, or *compagnons*, number about 60,000; but the *compagnons* include the wives and children of many of the master weavers. The number of individuals employed in accessory occupations, that is, in the culture of silk, the manufacture of looms and other tools, has been estimated at 70,000; so that, altogether, 140,000 persons in or about Lyons are supported, directly or indirectly, by the silk manufacture.

The silks of Lyons are distinguished by the equality and perfection of the fabric, the brilliancy of their dyes, and by the unrivalled superiority of their patterns, and the taste displayed in the designs. The gross produce of the Lyonese looms, in 1838, was estimated at 135,000,000 francs, being considerably more than half the estimated value of all the silk goods manufactured in France. In 1864, the

produce was estimated, on official authority, at 300,000,000 francs, three-fourths of which was exported. The consumption of raw material was as follows in each of the years 1862 and 1863 :—

Silk :—	1862	1863
	kilogrammes	kilogrammes
Raw . . . . .	2,051,661	2,400,146
Thrown . . . . .	676,095	819,715
Waste (in masses) . . . . .	849,935	969,965
Waste (carded) . . . . .	67,904	76,313
Spun . . . . .	329,370	352,540

The estimated value of the raw material in 1863 was 180,000,000 francs.

Silk weaving at Lyons is not generally conducted in large buildings or factories belonging to the silk merchants or 'fabricans,' but on the domestic system, in the dwellings of the master weavers, each of whom has usually from two to six or eight looms, which, with the greater portion of their fittings are his own property. The master and his family keep as many of these looms at work as they can, and employ 'compagnons' for the remainder. The latter are not settled in Lyons; but visit it, and stay a longer or shorter time according to the demand for their labour. Apprentices and 'lanceurs' make up the remainder of the working classes. The former are usually apprenticed from the ages of fifteen to eighteen; the latter are children from nine to fourteen, who prepare bobbins, and weave fabrics demanding less nicety than others. About three-sevenths of the looms are wrought by master weavers, nearly an equal number by compagnons, and the remaining seventh by apprentices and children. The fabricans or silk merchants, of whom there are between 500 and 600 in Lyons, supply the patterns and silk to the owners of looms, to whom is entrusted the task of producing the web in a finished state. Half the wages paid by the silk merchants go to the owner of the loom and half to the labouring weaver. A master weaver may gain by his own labour from 2 to 3½ francs a day; and he who has three looms is supposed to receive from the two at which he does not himself work, about 900 francs, or 36*l.* a year. His rental may be about 150 francs; the cost of lodging his two journeymen 80 francs; and there remains besides his own labour, a surplus of 670 francs. Those weavers are, of course, the most prosperous, who, having three or four looms, employ their children to weave on them, and thus receive the whole wages paid by the manufacturer. Three looms will clear to a family from 1,500 to 1,600 francs, or 60*l.* to 64*l.* a year. The hours of work usually vary from 12 to 16; but when the demand is brisk they reach to 16, 18, and even 20. The

weaving population is very frequently ill lodged, the master weavers generally having but two rooms at most, and these not always kept in a cleanly state. But they live very well, that is, they have abundance of nourishing food, much more than the population of other manufacturing towns in France.

A very intelligent weaver describes the situation of his fellows in the following terms :— 'The chef d'atelier occupies his own home. The furniture and utensils are his, with the exception of the remisses and reeds, which, in plain goods, almost always belong to the manufacturer. Some master weavers have remisses, but they are the least numerous, especially among the satin weavers. The compagnons and apprentices generally dwell with the master, who furnishes them whatever they require for food, light, &c. When the compagnon has his meals provided by the master weaver, he generally pays from nine to eleven sous, or from  $4\frac{1}{2}d.$  to  $5\frac{1}{2}d.$  The consumption of the weaver is usually one-half litre of wine when his work is heavy, and one-quarter litre when it is light: his meal employs half an hour, and his day's work is from sixteen to eighteen hours. There is too much of confraternity between the master and the compagnon.' Most of the maître-ouvriers are married; the assistance of a woman is more valuable than the additional expense is burthensome. Of the maître-ouvriers the greater number can read and write, as they have accounts to settle with the manufacturer. Of the compagnons, a great proportion of whom come from the agricultural districts, less than half are able to read and write. Their readings are principally confined to newspapers and romances.

The spirit of independence is strong among the weavers, as are their domestic attachments, and the love of their looms, and pride in their more beautiful productions. An atelier, or workroom, is, in fact, a little kingdom governed by a chief, in which four or five gradations of society frequently exist. The maître-ouvrier, the compagnon, the apprentice, the winder of the warp, and the maker of the quills; the domestic superintendence being left to the wife, who prepares food for all, and who sometimes takes a share in the general labour. The master weaver has no other lien on the compagnon than that of mutual agreement. Their engagements are entered into and broken at will; the law only requiring that the compagnon shall finish the work he has in hand.

There is an institution at Lyons, as well as in all the principal manufacturing towns of France, which is found of great value for the settling of questions between manufacturers, as to copyright and other disputes, between manufacturers and artisans, whether as regards wages, manner in which work has been done, or otherwise, or between masters and apprentices. This is the 'Conseil des Prudhommes,' who are chosen by annual election, and consist of nine

councillors nominated by the manufacturers, and eight by those weavers who possess four looms. They hold their sittings in the evening, after the labours of the day are over, and have the power of settling all questions to the amount of 100 francs, or 4*l.*, without appeal; and for any greater sum with the reservation of the right of appeal to the Tribunal of Commerce. But the appeals are rare. They are vested with the power of summons, of seizure, and with that of imprisonment to the extent of three days: they act in the first instance rather as a court of conciliation than of judicature, examine parties, suggest remedies for grievances, and prevent much vexation and expensive litigation.

Among the many advantages that Lyons possesses, the school of St. Pierre, where a course of instruction in the different branches of art is gratuitously given to about 200 students, fills a high place. The course lasts five years; the classes open at nine and continue till two o'clock. The students must be of French birth, and Lyonnese are to be preferred. The city of Lyons pays 20,000 francs annually for the support of the school, and the government gives 20,000 francs more from the budget of the minister of commerce. A botanical garden, a hall of sculpture, a museum of natural history, and an anatomical theatre belong to the establishment. There are professors of the different branches of the fine arts, and one whose particular business it is to teach their application to silk manufactures, and to instruct the students in the method of transferring the productions of the artist to the loom of the weaver. The students who are advanced, are generally easily located as draughtsmen or pattern producers among the manufacturers, and the school constantly pours forth a supply of talented young men, whose taste is specially devoted to the production of novelties, and who very frequently are admitted to partnership in the principal houses, if their creative or inventive powers are of the highest order. The gain of an artist is from 5 to 10 or 12 francs per day, and in some cases considerably more. The preparation of new patterns is the great concern at Lyons; it commences many months before the season approaches for which they are intended.

Lyons has numerous dyeing establishments and printing offices, and manufactories of jewellery and liqueurs, but all these are insignificant compared with its chief branch of industry. The upper and middle classes of Lyons, the latter comprising most part of the shopkeepers and many of the master weavers, are eminently comfortable, rich, and thriving. It is stated that there are three times more villas round Lyons than round Paris; and the number of private and public works erected in and near the city during the last twenty years sufficiently evince the rapid increase of wealth and enterprise.

### C. *The Silk Trade.*

Lyons purchases annually 180,000,000 francs worth of raw silk in France, Italy, Turkey, India, China, and Japan, and manufactures 300,000,000 francs worth of silk goods, more than two-thirds of which are exported to foreign countries. Comparatively little of the raw material has been derived from home production for the last ten or twelve years, or since the time that a contagious disease caused immense destruction among silkworms in the departments of the south of France, from which Lyons was formerly abundantly supplied. At the moment when this disease spread through the silk-producing countries and reduced their crops by at least one-third, the raw silk trade was progressively improving. The annual average produce of cocoons between the years 1846 and 1852 amounted to 24,250,000 kilogrammes, and it increased in 1853 to 26,000,000. The crop decreased in 1854 to 21,500,000 kilogrammes, and to less than 20,000,000 in 1855. The disease, variously known as gatine, pebrine, and phthisis, having spread, the production of cocoons diminished to 7,500,000 kilogrammes in 1856 and 1857, but rose again the following year. The produce since then has remained at from 10,000,000 to 14,000,000 kilogrammes—that is, about half what the silkworms in France produced previous to the disease. Every silk-producing department in France did not suffer to the same extent. The department of the Drôme, for example, lost more than the others by the common calamity. Previous to the appearance of the disease the silk grown in that department was worth from 16,000,000 francs to 18,000,000 francs to the growers. At present it is not worth more than from 2,000,000 to 3,000,000 francs. The inhabitants of that department, amounting to 327,000, have suffered severely from the calamity. The government, anxious to relieve the silk producers from this scourge, concluded a contract with an Italian, M. Onesti, of Vicenza, who professed to cure the disease, engaging to pay him 500,000 francs in case his remedy should prove effective. He tried his method of cure in twelve departments, but totally failed. The silk producers then took the lead of the government—fact very rare in France—and imported seed from Russia and from those parts of Turkey where the disease is unknown. Some of them, braving all dangers, penetrated into the interior of Asia, and brought seed back with them to France.

The following official statistics show how the produce of cocoons in France has decreased since the year 1852 :—

In 1852 the produce was	Kilogrammes	24,250,000	In 1855 the produce was	Kilogrammes	19,800,000
„ 1853	„	26,000,000	„ 1856	„	7,500,000
„ 1854	„	21,500,000	„ 1857	„	7,500,000

	Kilogrammes		Kilogrammes
In 1858 the produce was	9,000,000	In 1862 the produce was	5,800,000
" 1859 "	9,000,000	" 1863 "	6,500,000
" 1860 "	8,000,000	" 1864 "	6,000,000
" 1861 "	5,800,000	" 1865 "	4,000,000

The director-general of customs published, in 1866, official returns showing the quantity of silkworm seed imported into France during the five years from 1860 to 1865. In 1860 it amounted to 67,038 kilogrammes, valued at 13,407,600 francs; in 1861 to 36,728, value 7,345,600 francs; in 1862 to 30,386, value 6,077,200 francs; in 1863 to 58,305, value 10,494,900 francs; in 1864 to 24,545, value 4,418,100 francs; and in 1865 to 140,500 kilogrammes, valued at 29,137,500 francs, or considerably above a million sterling.

It is calculated that the Lyons manufacturers consume annually 2,000,000lbs. weight of raw silk. Somewhat more than four cocoons are necessary to produce a gramme, the 500th part of a pound, and the consumption, therefore, amounts to above 4,000,000 cocoons. The length of silk thread in each cocoon is about 500 yards, and thus the total amounts to 2,000,000,000 yards.

The value of the total exports of silk goods manufactured in France amounted to 363 millions of francs, or 14½ millions sterling, in 1862; to 370 millions of francs, or nearly 15 millions sterling, in 1863; to 408 millions of francs, or 16 millions sterling, in 1864; and to close upon 425 millions of francs, or 17 millions sterling, in 1865. Considerably more than one-half of the exports are manufactured in the district of Lyons.

#### *Bankers at Lyons.*

Audra et de Riaz.—Audra-Faurel, Schlenker, et Cie.—Aynard et Ruffer.—Cornaton et fils.—Droche, Robin, et Cie., with branch at Marseilles.—Galline et Cie.—Guérin et fils, drawing upon Scott & Co., Cavendish Square, London.—Guyon et Cie.—Lebreton, Vidal, et Cie.—Morin-Pons et Morin.—Vouillemont, frères, et Cie.

#### *Hotels at Lyons.*

Grand Hôtel de Lyon, 16, rue Impériale.—Ambassadeurs, 10, quai de Bondy.—Beauquis, place Louis-le-Grand.—Beaux-Arts, 11, rue de l'Algérie.—Central, 13, place d'Albon.—Collett, 60, rue Impériale.—Courriers, 12, rue St. Dominique.—Europe, 1, rue Louis-le-Grand.—France, 13, rue de l'Arbre sec.—Luxembourg, 16, rue Dominique.—Milan, 8, place des Terreaux.—Nord, 18, rue Lafont.—Paris, rue de la Platière.—Princes, 10, rue St. Dominique.—Provence et des Ambassadeurs, 2, place de la Charité.—Quatre Nations, 7, rue St. Catherine.—Rome, 7, place St. Jean.—Rouen et Venise, 16, rue Lanterne.—Terreaux, 4, place des Terreaux.—Univers, 6, rue de Bourbon.

## CHAPTER III.

**Marseilles.***A. General Description.*

MARSEILLES, the largest commercial port, and the third largest city of France as regards population, stands on the shore of the Mediterranean, in the centre of a valley about seven miles broad, bounded by lofty precipitous hills. The whole space from the city up to the hills is occupied by villas and hamlets, for every merchant or respectable shopkeeper here has his *maison de campagne*. The whole country is, however, extremely arid; and the wind called the *mistral* is blighting and noxious in the extreme. The city is somewhat of a horseshoe shape, and built round its port. It is divided into two parts. The first, or old town, occupying the site of the ancient Greek city, on rising ground, on the north side of the harbour, is confined, ill-built, with narrow dark streets, or rather lanes, not half ventilated, and inconceivably dirty. The second, or new town, constructed in the modern style, with regular streets and handsome squares and houses, stands on the south and east sides of the port, being separated from the old town by a magnificent street, which extends in a right line from the *Porte d'Aix* to the *Porte de Rome*, traversing the city in its entire length from north to south. The middle part of this street, called the *Cours*, is sheltered by trees; the houses on either side are good; it has some handsome fountains, and is one of the chief places of public resort. But the favourite public promenade is the *Rue Cannebière*, a fine broad street, running at a right angle from the foregoing to the inner extremity of the harbour, and completing the line of demarcation between the old and new town. Marseilles has been fortified at different periods, but its walls were finally destroyed in 1800; and their place is occupied by boulevards planted with trees, beyond which the city is rapidly extending, particularly towards the east and south.

The port of Marseilles, constructed within the last ten years, is situated to the eastward of the old natural harbour, formed by a creek, which was taken advantage of, and around which the town sprung up. The port consists of a series of wet docks, formed by moles, or breakwaters constructed in the open sea. They run parallel to the shore, and communicate with each other by openings and locks through the cross walls which separate them from each other. The outer, or boundary sea wall, connecting the whole system, answers the double purpose of a breakwater on the outside, and a quay wall on the inside; and at each end of these docks is

an outer, or entrance harbour, so that vessels can use either, according to circumstances, and can pass from one to the other, as convenience may require. The outer face, or sea slope of the great exterior breakwater is protected by large masses of béton, or artificial stone, formed into blocks, each weighing from 25 to 30 tons, which are said to be immovable by the most violent action of the waves.

The port is being rapidly extended, and ample accommodation is now available for 2,000 vessels at a time. There are at present five docks open, namely, the old harbour, the Bassin de la Joliette, the Bassin d'Arenc, the Bassin du Lazaret, and the Bassin Napoleon. These are all surrounded with spacious quays, collectively of 10,000 lineal yards extent. The most magnificent range of warehouses probably in Europe lies on the east side of the Bassin du Lazaret. This block of buildings, about equal in extent to the great Temple of Luxor, is built entirely of stone and iron, and the warehouses throughout are well supplied with hydraulic lifts. These warehouses, which have been erected at a cost of 500,000*l.*, can easily contain 50,000 tons of merchandise or produce at once; in addition to which numerous stores and sheds of all sorts surround the quays of the Bassins du Lazaret and Arenç. The Bassin du Lazaret is used exclusively for customs' purposes; ships lie alongside the quays there and pass their cargoes directly into the dock buildings, whence they are either put into the bonding stores, or are moved away direct in railway trucks to their respective destinations. A branch of the railroad is brought to the centre of the docks, and rails are laid down everywhere in the most convenient manner, the docks being thereby in direct railway connection with the interior of France.

The great breakwater is complete to a length of 2,400 mètres, having cost about 300*l.* per lineal mètre. Another extensive breakwater is now being erected towards the north, which will enclose a new large port, to be called the Bassin Impérial. A vast graving dock is shortly to be commenced on the land side of the Bassin Impérial, and a hydraulic lift for repairing vessels—on Mr. Edwin Clarke's patented principle—is also about to be constructed. Altogether about 3,500,000*l.* have already been spent by the government and the dock company in the formation of these ports, and the works have been carried out in the most rapid and successful manner.

### *B. Population and Industry.*

The population of Marseilles has more than doubled in the course of forty years. In 1820 the number of inhabitants was 101,217; in 1826 it was 115,943; in 1831, 132,300; 1836, 148,597; 1841,



156,060; 1846, 183,186; 1851, 195,138; 1856, 233,817; 1861, 260,910; and in 1866 the number had reached 300,131. There is a high amount of prosperity among the inhabitants, although the extension of the town and the construction of the port having been carried out so rapidly, they have necessarily been saddled with the inconveniences arising therefrom. Vast trouble has been occasioned to the middle and lower classes by being tossed about from one quarter of the town to another. All classes have been much annoyed by the enormous and constant conveyance of building materials about the place for several years past; and lastly, the cost of living has become enormously enhanced by the necessary imposition of heavier contributions to enable the municipality to keep pace with its expenditure. House rent is exceedingly high for a provincial town, and, though it is still below the rates in Paris, all the other expenses of material living are heavier at Marseilles than in the capital. The octroi duties press greatly upon the population, and are said to prejudice many branches of trade carried on within the town. This tax produced 8,000,000 francs in 1864, being upwards of 26 francs per head on the population of the town, leaving out the cost of collection.

The consumption of animal food has increased in a greater proportion in Marseilles within the last fifty years than in any other town in France. In 1815 it amounted to 4,557 oxen, 593 calves, 105,485 sheep, 20,930 lambs; in 1836, to 7,010 oxen, 1,661 calves, 116,872 sheep, 24,862 lambs; in 1852, to 12,134 oxen, 3,674 calves, 155,707 sheep, 41,386 lambs; in 1865, to 29,607 oxen, 13,737 calves, 223,739 sheep, 47,074 lambs. The pigs' flesh consumed within the same time amounted to 3,011 head in 1815, to 3,743 in 1836, to 6,474 in 1852, and to 14,855 in 1865. The consumption of wine has increased in a still greater proportion at Marseilles. In 1815 it amounted to 104,222 hectolitres; in 1825, to 150,873; in 1836, to 188,908; in 1852, to 299,302; in 1861, to 352,289; and in 1865, to 475,334 hectolitres.

Though principally distinguished by its commerce, Marseilles has several important manufacturing establishments. Its soap-works, which are numerous and extensive, employ about 900 workpeople, and consume large quantities of olive oil; but, though soap be exported, by far the greater portion of that produced here is destined for home consumption. The artists of Marseilles prepare and fashion coral into a great variety of articles. Among its other manufactures are woollen stockings and caps 'façon de Tunis;' hats, of which from 30,000 to 50,000 fine, and from 10,000 to 15,000 coarse, are annually exported; morocco and other leather, and sail-cloth. Marseilles has likewise refineries for sugar, sulphur, wax, and borax, with breweries, oil-works, glass-works, brick and tile works, and furnishes large

quantities of vinegar and liqueurs. Another branch of industry is the salting and curing of meat, and the pickling and preparing of capers, olives, and similar fruits, and of anchovies and other fish. It has also a great variety of trades connected with the building and fitting out of sailing vessels and steamers.

There are 52 soap manufactories working at Marseilles, 36 of which make the better qualities for the home consumption and for exportation; the other works only produce the commoner sort of soap for local use. The exportation of soap does not increase materially, and is but a small proportion of the quantity manufactured at the 52 establishments, which turn out collectively about 60,000 tons annually. The exportation was—

In 1861 . . . .	Tons	In 1863 . . . .	Tons
„ 1862 . . . .	6,576	„ 1864 . . . .	6,218
	5,846		5,922

Twenty-eight oil-mills are kept constantly working at Marseilles, grinding the various kinds of oil-seeds that are imported, and they turn out collectively about 40,000 tons of oil in the year. About 12,000 or 14,000 tons are consumed in the interior, the rest is converted into soap in Marseilles. About 73,000 tons of oil-cake were produced in the year 1864 at the different oil-mills.

There are several large engineering establishments in Marseilles and its neighbourhood for the construction and repairs of steam-engines. About 7,500 men are kept at full work, 2,500 of whom are attached to the establishments in the town. The 'Société des Forges et Chantiers de la Méditerranée' has a similar number working at its ship-yard at La Seyne; and the 'Messageries Impériales' have upwards of 2,000 in their ship-yard at La Ciotat. These establishments are now turning out upwards of forty million francs worth of work per annum in the shape of iron steamships, steam-engines, and boilers. The 'Société des Forges et Chantiers' has lately built several iron-plated war-vessels for the French, Italian, and Spanish Governments; and it has likewise built recently some remarkably fine packet ships for the 'Messageries Impériales' and other steam companies, which vessels are now plying in the Mediterranean, as well as on the Indo-Chinese and Brazil lines. The ship-yard at La Ciotat belongs to the 'Messageries Impériales.' Many of their boats have been built here, and the repairs of their numerous fleet of steamships are likewise executed here.

A large quantity of lead is annually smelted and worked up in five large lead works at Marseilles. In 1864 about 6,000 tons of lead-ore were smelted, 15,000 tons of lead underwent cupellation, about 5,000 tons of lead were worked up into various shapes, and together with 3,400 tons of pig-lead, were mostly exported.

There are three large blast furnaces near Marseilles, belonging to the 'Société des hauts fourneaux de St. Louis,' smelting large quantities of mineral from Elba, Spain, and Algeria. This establishment produced 18,000 tons of iron of good quality in 1864.

About 73,500 tons of oil-cake were manufactured in Marseilles during 1864 from the various sorts of oil-seeds imported. The following are the total amounts manufactured during the four years 1861-64.

	Tons		Tons
In 1861 . . .	67,268	In 1863 . . .	64,000
„ 1862 . . .	68,599	„ 1864 . . .	73,500

Nearly all the cake composed of linseed was sent to England, or about 14,000 tons, and the remainder was used as manure on the land on this and the adjoining departments.

In 1861 a small batch of petroleum, amounting to 40 barrels, arrived at Marseilles; this has suddenly opened out into an important branch of business, and appears to be rapidly developing itself. There arrived of petroleum :—

	Barrels		Barrels
In 1861 . . .	40	In 1863 . . .	23,438
„ 1862 . . .	5,232	„ 1864 . . .	100,513

Several petroleum refineries have been established, and the article is fast coming into general use for lighting purposes.

The sugar refineries of Marseilles are of old date, and they were fully employed during the last few years, notwithstanding the brisk competition of the Nantes refiners. The exportation of refined sugar from Marseilles has been as follows :—

	Kilogrammes		Kilogrammes
In 1861 . . .	35,166,100	In 1863 . . .	58,477,080
„ 1862 . . .	47,055,800	„ 1864 . . .	56,691,817

Turkey, Italy, and Algeria appear to be the largest consumers of Marseilles refined sugar, though every Mediterranean country draws a supply. The year 1864 shows a slight diminution in the general amount of refined sugar exported from France, there having been a fall from 103,423,300 kilos in 1863 to 91,485,813 in 1864.

Large quantities of railway iron are now exported from Marseilles, and all sorts of railway stock, including locomotives, from the local establishments, as well as those of Paris, Creuzot, and Lyons. Marseilles likewise ships large quantities of railway materials for Spain, Algeria, and other parts of the Mediterranean, and all the materials required for the Isthmus of Suez Canal.

*C. Commerce and Shipping.*

The commerce of Marseilles is very extensive, and is rapidly increasing. The city is the great commercial emporium of the south of France, and the centre of nine-tenths of French commerce with the countries bordering on the Mediterranean. The exports consist principally of silk stuffs, wines, brandies, and liqueurs; woollens and linens; madder, oil, soap, refined sugar, perfumery, stationery, verdigris, gloves, and all sorts of colonial products. Among the principal imports are sugar, coffee, and other colonial products; dye stuffs; corn, from the Black Sea and the north coast of Africa; cotton, from Egypt and America; coal, linen thread, and various descriptions of manufactured goods, from England; hides, wool, tallow, and timber. Marseilles engrosses almost the whole trade between France and Algiers. The city is also the principal station for the intercourse carried on by steamers with Malta, Alexandria, and Constantinople. There are about 120 steamships belonging to the port engaged in the conveyance of mails and passengers and the transport of merchandise, chiefly in connection with the ports of the Mediterranean. In addition to the Peninsular and Oriental Steam Navigation Company's steamships, between 70 and 80 steam vessels belonging to various foreign companies visited the port during 1864.

The following tables show the number of vessels, and the amount of tonnage, both French and foreign, engaged in the commerce of the port, and also the relative proportions of steam and sailing vessels in each of the four years, 1861 to 1864:—

	Entered		Cleared	
	Vessels	Tonnage	Vessels	Tonnage
<b>Year 1861</b>				
French steamers . . . .	1,835	548,997	1,829	548,123
Foreign " . . . .	368	136,476	365	128,796
French sailing ships . . . .	4,638	470,806	4,655	472,497
Foreign " . . . .	2,918	639,420	2,702	554,634
Total . . . .	9,759	1,795,699	9,551	1,704,050
<b>Year 1862</b>				
French steamers . . . .	2,018	592,380	2,024	604,362
Foreign " . . . .	410	138,392	409	139,261
French sailing ships . . . .	4,396	469,926	4,325	451,743
Foreign " . . . .	2,675	540,755	2,780	536,220
Total . . . .	9,499	1,741,453	9,538	1,731,586
<b>Year 1863</b>				
French steamers . . . .	2,165	642,632	2,170	646,458
Foreign " . . . .	522	168,084	516	158,609
French sailing ships . . . .	4,692	460,285	4,362	460,451
Foreign " . . . .	2,300	469,328	2,341	464,167
Total . . . .	9,679	1,740,329	9,389	1,729,865

Year 1864	Entered		Cleared	
	Vessels	Tonnage	Vessels	Tonnage
French steamers . . . .	2,000	640,598	2,006	658,981
Foreign „ . . . .	531	184,186	530	179,152
French sailing ships . . . .	4,237	405,786	4,133	390,570
Foreign „ . . . .	2,279	436,849	2,224	423,128
Total . . . .	9,047	1,667,419	8,893	1,651,831

It will be seen that in comparison with 1861 the year 1864 showed a falling off of 128,480 tons, and that there were 72,910 tons less of shipping in 1864 than in 1863. There was a large gain in steam vessels and a falling off in sailing ships. In 1857 the port of Marseilles possessed 861 sailing ships of 129,224 tons collectively; in 1864 the number had fallen to 720 vessels of 102,759 tons only, or a loss to the port of 26,465 tons of shipping.

The following table shows the comparative importance of the trade carried on by foreign vessels, both steam and sailing, during the year 1864 :—

Flag	Entered		Cleared	
	Vessels	Tonnage	Vessels	Tonnage
Great Britain . . . . .	232	101,134	231	99,667
Austria . . . . .	227	75,552	236	67,057
Belgium . . . . .	2	476	1	118
Denmark . . . . .	10	1,035	10	1,035
Spain . . . . .	524	94,636	523	92,727
United States . . . . .	24	12,092	26	12,639
Greece . . . . .	193	47,857	188	43,604
Hanover . . . . .	12	4,515	12	4,515
Italy . . . . .	1,135	205,638	1,066	168,213
Mecklenburg . . . . .	28	9,031	28	9,050
Holland . . . . .	37	13,618	37	14,246
Oldenburg . . . . .	3	440	3	440
Portugal . . . . .	7	1,375	7	1,375
Prussia . . . . .	36	10,201	31	8,851
Rome . . . . .	3	342	3	342
Russia . . . . .	107	38,480	95	35,520
Sweden and Norway . . . . .	72	23,004	72	22,320
Turkey . . . . .	12	4,493	11	4,398
Uruguay . . . . .	7	1,937	5	1,410
Hanse Towns . . . . .	13	5,737	11	5,193
Total . . . . .	2,684	651,593	2,596	592,720

During 1864, as will be seen, 232 British vessels, collectively of 101,134 tons burthen, entered the port. They brought cargoes as follows :—

Nature of Cargo	Number of Sailing Vessels	Nature of Cargo	Number of Sailing Vessels
With India mails, passengers, and bales of silk—all steamers . . . . .	50	General cargo . . . . .	5
Oil seeds . . . . .	34	Coffee . . . . .	3
Coals . . . . .	26	Staves . . . . .	2
Petroleum . . . . .	23	Hides . . . . .	2
Coal tar and pitch . . . . .	16	Arsenic . . . . .	1
Wheat . . . . .	12	Tallow . . . . .	1
Pig iron, machinery, and nails . . . . .	11	Spirits . . . . .	1
Cotton . . . . .	11	Bones . . . . .	1
Sugar . . . . .	8	Sulphur . . . . .	1
		Fire bricks . . . . .	1
		Ballast . . . . .	23
		Total . . . . .	232

In 1864, there left the port 231 ships, of 99,667 tons, as follows:—

Nature of Cargo	Number of Sailing Vessels	Nature of Cargo	Number of Sailing Vessels
With India mails, passengers, and specie—all steamers . . . . .	51	Mules and horses . . . . .	2
Oil cake . . . . .	52	Bone dust . . . . .	1
General cargo . . . . .	46	Coals . . . . .	1
Wine . . . . .	4	Sulphur . . . . .	1
Iron . . . . .	3	Copper ore . . . . .	1
Madder . . . . .	3	Salt . . . . .	1
Wool . . . . .	2	Railway iron . . . . .	1
Petroleum . . . . .	2	Wheat . . . . .	1
Sugar . . . . .	2	Ballast . . . . .	57
		Total . . . . .	231

There was considerable fluctuation during the years 1861–64 in the amount of foreign shipping visiting the port, as will be seen by the following statements of the vessels belonging to England, Austria, Spain, the United States, and Italy:—

	Vessels	Tonnage	Crews
English—			
1861 . . . . .	286	92,459	6,352
1862 . . . . .	302	83,901	5,665
1863 . . . . .	218	73,916	5,409
1864 . . . . .	232	101,134	6,858
Austrian—			
1861 . . . . .	325	106,353	3,702
1862 . . . . .	310	89,383	3,269
1863 . . . . .	270	85,682	2,992
1864 . . . . .	232	75,552	2,524

	Vessels	Tonnage	Crews
<b>Spanish—</b>			
1861 . . . . .	405	67,960	7,308
1862 . . . . .	478	101,024	7,154
1863 . . . . .	512	104,485	8,721
1864 . . . . .	524	94,636	6,975
<b>United States—</b>			
1861 . . . . .	112	40,415	1,141
1862 . . . . .	68	25,704	710
1863 . . . . .	50	23,084	576
1864 . . . . .	24	12,092	290
<b>Italian—</b>			
1861 . . . . .	1,233	231,690	13,563
1862 . . . . .	1,173	172,031	12,128
1863 . . . . .	1,189	171,979	12,626
1864 . . . . .	1,135	205,638	13,400

Taking the numbers collectively of all the foreign ships visiting the ports during the four years, 1861–64, the fluctuations therein will be seen by the following figures :—

Years	Vessels	Tonnage	Crews
1861 . . . . .	3,200	758,436	41,935
1862 . . . . .	3,051	662,461	36,998
1863 . . . . .	2,758	618,149	36,585
1864 . . . . .	2,684	651,593	36,451

The customs revenue of Marseilles in each of the four years, 1861–64, was as follows :—

Years	Customs Revenue	Years	Customs Revenue
	francs		francs
1861	26,720,711	1863	43,102,293
1862	38,421,358	1864	21,341,216

Among the principal articles imported into Marseilles are raw silk, cotton, coffee, sugar, and coals. The following figures show the importations of silk effected at Marseilles during the years 1862–64. A large quantity of this silk was brought by the steamships of the Messageries Impériales, which carry this merchandise to Europe at considerably lower rates than the Peninsular and Oriental Steam Company's vessels, owing to the large subvention which the company receives from the French government for carrying the mails to India, China, and Japan :—

Imports of Silk	1862	1863	1864
	bales	bales	bales
From			
China . . . . .	10,832	11,051	6,894
Bengal . . . . .	416	883	1,087
Japan . . . . .	767	2,871	2,917
Turkish dominions . . . . .	1,824	2,869	2,799
Persia . . . . .	4,198	5,601	9,015
Divers . . . . .	1,656	1,227	1,176
Total . . . . .	19,693	24,502	23,888

During the four years 1861-64, the importation of cotton at Marseilles showed a very rapid increase. It ranged as follows:—

In 1861 . . . . .	Bales	50,723	In 1863 . . . . .	Bales	147,544
„ 1862 . . . . .		70,897	„ 1864 . . . . .		173,719

There has been a diminution in the imports of coffee at Marseilles during recent years. About two-thirds of the coffee received in Marseilles comes from Brazil. The importations amounted to:—

In 1861 . . . . .	Kilogrammes	15,954,405	In 1863 . . . . .	Kilogrammes	12,395,800
„ 1862 . . . . .		13,853,500	„ 1864 . . . . .		15,498,204

The importations reached about 20,000 tons in 1860, and the merchants of Marseilles, fearing that the market will experience a further diminution of its coffee trade, are pressing the government to establish a direct line of steam service of the Messageries Impériales between Marseilles and Rio Janeiro. The principal countries drawing their supplies of coffee from Marseilles are Italy, Turkey and Algeria; these, with other Mediterranean countries, took amongst them in the two years 1863, 1864:—

In 1863 . . . . .	Kilogrammes	9,100,729	In 1864 . . . . .	Kilogrammes	11,608,694
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The following table shows the quantities of sugar imported into the whole of France, as well as into Marseilles, in each of the four years 1861-64.

Years	Imported into France	Imported into Marseilles
1861 . . . . .	kilogrammes 219,217,491	kilogrammes 59,956,100
1862 . . . . .	241,185,097	99,228,800
1863 . . . . .	229,274,876	87,035,906
1864 . . . . .	200,787,683	54,732,027



In 1863, owing to an abundant crop of beetroot and to large existing stocks of foreign and colonial sugar, there took place a considerable reduction in the importation of sugar as compared with 1862. In 1864 this reduction was greater still, and only 54,000 tons were landed from the French colonies and other foreign sugar-growing countries. The exportation of raw sugar from Marseilles, both of the growth of the French colonies and of other foreign countries, amounted during 1863 to 2,665,021 kilogrammes, and in 1864 to 3,804,339 kilogrammes; during the latter year 215,498 kilogrammes of French beetroot sugar were likewise exported. The greater part of these exportations were sent to the different Mediterranean States.

The subjoined table shows the quantities of coal, both French and foreign, imported into Marseilles in each of the seven years 1858-1864:—

Years	French	Foreign	Total
	tons	tons	tons
1858 . . .	194,000	84,000	278,000
1859 . . .	225,000	83,000	308,000
1860 . . .	345,000	46,000	391,000
1861 . . .	415,000	25,000	440,000
1862 . . .	461,000	25,000	486,000
1863 . . .	556,000	31,000	587,000
1864 . . .	520,000	12,000	532,000

The foreign coal consisted entirely of imports from England. It will be seen from the preceding table that 12,000 tons only of English coals arrived at Marseilles in 1864, against 84,000 tons imported in 1858. During these seven years there took place such a development of the coal mines in the neighbourhood of the city that English coals are no longer used, not even for gas purposes. The whole of the English coal now arriving at Marseilles is re-shipped, and used as fuel in the numerous steamers frequenting the port, mixed, however, with French coal. During 1864 about 150,000 tons of French coal were exported or used on board the French and foreign steamships at Marseilles, in addition to the 12,000 tons of English coal which arrived.

The French coal is drawn from the coal mines in the department of the Gard, that of Graissessac, and that of the Loire. The coal from the first-named district is carried mostly by rail and the rest by the Rhône boats; that from Graissessac arrives at Marseilles by sea from Agde and Cette, while that from the basin of the Loire comes chiefly by the Rhône. A good deal of small coal from the latter source is brought down the Rhône to Arles and Boue, whence it is

largely sent to Algeria and the Italian and Spanish ports, where it is much used in forges and lime kilns. About 120,000 tons of lignite were brought to Marseilles in 1864 from the mines in the neighbourhood. A railroad is about to be constructed to the mines, distant about 15 miles, which will bring this class of fuel extensively into consumption. It is found to be about 20 per cent. below the ordinary French coal in heating power. The high rates of freight, and consequently enhanced cost, have of late driven English coals completely out of the Marseilles market; in addition to which the national spirit, every way stimulated by government measures, has reached such a point that, in order to favour the use of indigenous coal, the French prefer to sacrifice their personal interests. The whole of the steam companies, whether subsidised by Government or otherwise, supply their depôts in the Mediterranean with French coal, which costs them actually more than English coals. The Imperial Marine likewise sends French coal to all its stations abroad, to the exclusion of all foreign coal, which, in most cases, could be furnished at considerably lower rates.

#### *Bankers at Marseilles.*

Baltazzi et Cie.—Comptoir Central de Crédit.—Comptoir de la Méditerranée, branch of London and Mediterranean Bank.—Droche, Robin et Cie., with branches at Lyons and St. Étienne.—Garelli et Cie., with branch at Leghorn.—Gay, Bazin et Cie., drawing upon London and Mediterranean Bank.—Gower et Cie., drawing upon Scott & Co., Cavendish Square, London.—Grisar et Cie., drawing upon Metropolitan and Provincial Bank, London.—Loubon, fils et Cie.—Mirès et Cie.—Pascal, fils et Cie., drawing upon Scott & Co., Cavendish Square, London.

#### *Hotels at Marseilles.*

Ambassadeurs, 8, rue Beauvau.—Angleterre, 1, place Royale.—Beauvau, 4, rue Beauvau.—Canebière, 19, rue Canebière.—Colonies, 13, rue Vacon.—Cours, 28, rue Belzunce.—Empereurs, 5, rue Canebière.—Europe, 9, rue Pavillon.—Gènes, 8, quai du Port.—Isthme de Suez, 10, rue Pavillon.—Italie, 7, quai Napoléon.—Louvre, 16, rue Canebière.—Luxembourg, 25, rue St. Ferréol.—Nord, 8, rue Thubaneau.—Oran, 35, rue Pavillon.—Orléans, 19, rue Vacon.—Parc, 56, rue Vacon.—Pologne, 60, rue Vacon.—Princes, 12, place Royale.—Quatre Nations, 36, Récollettes.—Riche-lieu, 50, rue Vacon.—Univers et de Castille, 1 rue Jeune-Ana-charsis.

## CHAPTER IV.

**Bordeaux.***A. General Description.*

BORDEAUX, the largest commercial port on the Atlantic, and fourth largest city of France as regards population, stands on the western bank of the Garonne, about fifty miles from its mouth at the Point de Grave, but only a few miles from the widening of the river into an arm of the sea. The Garonne at Bordeaux describes a semicircle, along the outer side of which the city extends for about three miles, with a breadth of about two miles in its greatest diameter. The approach to Bordeaux by water is very striking. The river, in its narrowest part, opposite the Place Royale, is 720 yards across, with a depth of 16 feet at low, and nearly 5 fathoms at high water. The length of the port, from one end to the other of the city, is reckoned at upwards of three miles; it is capable of accommodating 1,200 vessels, and such as do not exceed 500 or 600 tons may enter it at all times of the tide. The Garonne is skirted along the city by a succession of fine quays, which descend by a gentle inclination to the water's edge, and besides their utility, are among the principal ornaments of the town, being lined with handsome buildings whose façades have an imposing effect. On the opposite side of the river is the suburb of La Bastide. The communication between the city and suburb is maintained by a splendid bridge. It is  $532\frac{1}{2}$  yards in length—or  $120\frac{1}{4}$  yards longer than Waterloo Bridge, London—by 48 feet broad; has 17 arches, the piers being of stone, and the upper parts partly of stone and partly of brick. The bridge was commenced in 1810, and completed in 1821, at a cost of 260,000*l.* Owing to the depth and strength of the current, it was a most laborious undertaking.

For many years past the sea encroached on that part of the country near Bordeaux called the 'Bas Médoc,' situated between the river and the Bay of Biscay. To stay these encroachments, which threatened the security of that district, important works were commenced at the 'Pointe de Grave.' These works consist in a longitudinal break-water or jetty, running along the shore. Its length is 1,300 mètres, or about 4,265 feet. In those portions of the shore so protected the erosions have ceased, and the depth of water tends constantly to diminish in front of the work, so that the effect produced is not only the cessation of these erosions, but also to extend farther seaward the low-water mark.

The jetty that has existed for some length of time at the extreme point of 'Pointe de Grave,' and intended to preserve that point, has a total length of 220 mètres 60 centimètres, or 723 feet, of which only 150 mètres 50 centimètres, or 494 feet, are above high-water mark. The works of the creek of the 'fort' are composed of a longitudinal jetty of 342 mètres 42 centimètres, or 1,053 feet in length, which is connected with the jetty of the 'Pointe de Grave.' This jetty is formed of blocks of natural stone, weighing from 800 to 3,000 kilogrammes, or 1,764 to 6,615 lbs., and presents seaward a slope of 3 mètres, or 9 feet  $\frac{3}{4}$  inch of ground-work, for 1 metre, or 3 feet  $\frac{1}{4}$  inch of surface. It was finished in 1859, and has successfully resisted the action of the breakers. But in spite of all the outlay, and the important works that are carried on with a view to render the river from Bordeaux to the sea more navigable, it is becoming gradually less so. Many practical men of science maintain that the system of reducing the width, pursued by the government engineers, is faulty, and that the only true remedy is that which is in practice in other countries, particularly in England, which consists in keeping open and deepening the passes by means of powerful dredging machines.

The country round Bordeaux is chiefly appropriated to the culture of the vine; but from its flatness is devoid of picturesque beauty. Since 1825, the city has been lighted with gas. The inhabitants are generally opulent, and live in a style superior to that common in any other French cities, except Paris and Lyons.

### *B. Population, Industry, and Commerce.*

The population of Bordeaux has doubled in the course of half a century. An enumeration of the year 1820 showed 92,375, while the census of 1861 accounted for 162,750 inhabitants. In 1865 the estimated population was 190,000. Besides its maritime industry, Bordeaux has many important manufactures. There are numerous brandy distilleries, vinegar, glass-bottle, shot, and cordage factories, iron and steel forges, potteries and tanneries, with manufactures of cottons, woollens, kid gloves, bonnets, corks, playing-cards, liqueurs, musical instruments, barrels, turpentine, soda, alum, vitriol, mineral waters, and other chemical preparations. There are about a dozen small sugar refineries in Bordeaux, and it is proposed to erect a more extensive one in order to compete successfully with Nantes, which city has attracted much commerce by its large refineries. There are a few metallurgical establishments; also some glass-blowing establishments, chiefly for the fabrication of common green glass bottles, and a limited number of manufactories of carpets and blankets.

The French government has also here a large establishment for manufacturing its tobacco, and another for purifying saltpetre, from which it is afterwards sent to the powder manufactory near St. Medard, a few miles in the country. Not far from Bordeaux, and in the same department, the Gironde, is a considerable steel manufacturing establishment called *Les Scieries de Saint Suerin*, on the river *l'Isle*. In addition to the old process of treating the metal, the new system of Bessemer is used. Here some 400 workmen are employed turning out 80 to 100 tons of steel a month. In addition to the manufacture of railroad and other carriage springs, they are also engaged on conical bolts and balls for the French ordnance department. About 2,000 tons of English pig iron and 2,000 tons of English coal per annum are used. There is also within the city a large pottery or porcelain establishment employing six to seven hundred hands.

The trade of the port is considerable in the produce of these manufactures, and in grain, cattle, and timber; but the chief articles of export are the famous red wines of the Gironde and brandy. A large portion of the inhabitants of the *Quartier de Chartrons* are wine merchants, and a great part also of that quarter is occupied by cellars, some of which are capable of containing 1,000 tons of wine. The quantity of wine exported to the United Kingdom from Bordeaux has been progressively increasing ever since the conclusion of the treaty of commerce between France and Great Britain in 1860.

Bordeaux has many structures devoted to trade, arts, and manufactures. There are several building-docks, in which brigs, frigates, and even ships of the line may be constructed, but which are ordinarily employed only for commercial purposes. Ship-building is carried on extensively; the number of vessels built within the district of Bordeaux in 1864 amount to 47, as shown in the following table:—

Vessels built in 1864	Number	Tons
From 600 to 700 tons . . .	1	607
” 500 ” 600 ” . . .	1	530
” 400 ” 500 ” . . .	11	4,983
” 300 ” 400 ” . . .	8	2,891
” 200 ” 300 ” . . .	14	3,471
” 100 ” 200 ” . . .	6	902
” 60 ” 100 ” . . .	4	273
” 30 ” 60 ” . . .	2	93
Total . . .	47	13,750

On the 31st of December, 1864, the number of ships belonging to the port of Bordeaux amounted to 447, measuring 132,572 tons. They were classified as follows:—

Vessels owned at Bordeaux	Number	Tons
800 tons and above . . . .	8	10,495
From 700 to 800 . . . .	5	3,605
" 600 " 700 . . . .	11	7,080
" 500 " 600 . . . .	25	13,362
" 400 " 500 . . . .	70	31,267
" 300 " 400 . . . .	72	25,553
" 200 " 300 . . . .	166	26,659
" 100 " 200 . . . .	63	9,374
" 60 " 100 . . . .	44	3,430
" 30 " 60 . . . .	37	1,584
" 20 " 30 . . . .	6	163
Total . . . . .	447	132,572

During the year 1864, 43 vessels, measuring 13,405 tons, ceased to belong to the port, in consequence of wrecks or sales, so that as the new constructions only attained the number of 47, measuring 13,750 tons, the floating material was but increased by four vessels, or 345 tons. The number was found insufficient for the wants of commerce, and the merchants were compelled to engage foreign vessels, thereby maintaining high rates of freight.

The shipping at Bordeaux was as follows in the years 1863 and 1864:—

Years	Arrivals		Departures	
	Vessels	Tons	Vessels	Tons
1863 . . . . .	3,381	508,544	3,374	521,775
1864 . . . . .	3,132	486,327	3,094	485,307
Decrease in 1864 . . . . .	249	22,217	280	36,468

Nearly one-fourth of the shipping of Bordeaux is under the British flag, and the amount is gradually increasing. The British shipping in each of the years 1863 and 1864 was as follows:—

In 1863 the tonnage inwards amounted to . . . .	Tons	120,975
1864 " " " " . . . .		121,626
Increase in 1864 . . . . .		651
In 1863, the tonnage outwards was . . . . .		116,254
1864 " " " " . . . . .		119,838
Increase in 1864 . . . . .		3,584

The following tables show the employment of the British vessels frequenting the port of Bordeaux in 1864, distinguishing those that arrived or departed with freights from those in ballast:—

## THE FOUR GREAT CITIES OF FRANCE.

Laden		In Ballast		Total	
Vessels	Tons	Vessels	Tons	Vessels	Tons
394	120,936	3	690	397	121,626

Of these 397 vessels, 376, measuring 115,613 tons, were employed in the direct trade, viz. : 374, measuring 115,029 tons, laden ; 2, measuring 584 tons, in ballast.

The remaining 21, measuring 6,013 tons, were employed in the indirect trade, as follows :—

Arrivals	Vessels	Tons
From the United States . . . .	3	1,020
„ the Spanish colonies . . . .	2	860
„ Austria . . . . .	9	2,755
„ Belgium . . . . .	4	424
„ French ports . . . . .	2	848
„ French ports . . . . .	1	106
Total . . . . .	21	6,013

The departures were :—

Laden		In Ballast		Total	
Vessels	Tons	Vessels	Tons	Vessels	Tons
215	65,132	176	54,706	391	119,838

Out of these 391 vessels, 368, measuring 113,744 tons, were engaged in the direct trade, viz. : 192, measuring 59,038 tons, laden ; 176, measuring 54,706 tons, in ballast. The remaining 23, measuring 6,094 tons, were employed in the indirect trade as follows, viz. :—

Departures	Vessels	Tons
To the United States . . . . .	4	2,211
„ Buenos Ayres . . . . .	1	363
„ México . . . . .	2	547
„ The Equator . . . . .	1	233
„ Portugal . . . . .	1	225
„ Spain . . . . .	3	439
„ Hamburgh . . . . .	3	1,228
„ Belgium . . . . .	8	848
Total . . . . .	23	6,094

The whole of the vessels above enumerated sailed with cargoes.

Coal is the chief article of import into Bordeaux. The total quantity imported in the year 1863 amounted to 150,331 tons,

while the imports in 1864 amounted to 173,839, showing an excess for the latter year of 23,508 tons. The importation of coal in 1864 was effected as follows :—

	Tons
By British Vessels . . . . .	132,487
French Vessels . . . . .	39,305
Other Foreign Ships . . . . .	2,047
Total . . . . .	173,839

The following table shows the quantities of the various articles of colonial produce imported at Bordeaux from Great Britain during the year 1864 :—

	Tons		Tons
Cocoa . . . . .	44	Manilla hemp . . . . .	28
Coffee . . . . .	465	Nitrate of soda . . . . .	3
Cinnamon . . . . .	11	Oil, palm . . . . .	11
Cotton wool . . . . .	267	„ sesamum and linseed . . . . .	342
Copper ore . . . . .	129	Pewter . . . . .	264
Cochineal . . . . .	1	Pepper . . . . .	3
Cutch . . . . .	173	Pimento . . . . .	9
Cloves . . . . .	9	Petroleum . . . . .	522
Guano . . . . .	37	Rice . . . . .	1,336
Gum Lac . . . . .	15	Saltpetre . . . . .	16
„ Arabic . . . . .	2	Sugar . . . . .	193
„ Copal . . . . .	1	Turmerick . . . . .	23
Gutta percha and caoutchouc . . . . .	2	Tea . . . . .	12
Hides . . . . .	164	Tobacco . . . . .	9
Horns (cattle) . . . . .	2	Vanilla . . . . .	3
Indigo . . . . .	80		
Jute . . . . .	229	Total . . . . .	4,415
Galls . . . . .	10		

Besides wines and brandies, which are furnished to every country with which Bordeaux has any trade, the chief exports are liqueurs, walnuts, chestnuts, dried fruits, vinegar, tartar, skins, flour, cork, and various drugs to England; spirit of wine, tartar, molasses, and colonial produce to the north of Europe; fruits, verdigris, and a few manufactured articles to the United States, to Spanish America, and the West India colonies of France; and French manufactures, furniture, cattle, and flour to Austria, Belgium, Portugal, and Spain.

Steam navigation between England and Bordeaux is gradually superseding that of sailing ships. In 1864, out of 397 vessels arriving from various ports of Great Britain, 233, measuring 83,277 tons, and representing two-thirds of the whole of the tonnage entered, were steam propelled. Out of this number, several belonged to regularly established lines, viz. :—London, Liverpool, Dublin, and Glasgow, Bristol, and Hull. The three first have existed for many years, and are prosperous. The other three are relatively young,



but are likewise likely to succeed, as the transactions between Bordeaux and British ports are gradually increasing. A trial was also made by English shipowners to establish a line of steamers between Antwerp and Bordeaux, but after a few voyages it was abandoned.

In addition to the above lines, which are exclusively in English hands, there are other steamers which ply to La Rochelle, Nantes, Brest, Havre, Dunkirk, Rotterdam, Amsterdam, Hamburg, St. Petersburg *viâ* Dunkirk, Brazil, and the River Plate, touching at Lisbon, St. Vincent, Pernambuco, and Bahia and Rio. But not one of these services belongs to the port of Bordeaux, which has no steamers other than those for the river. The service of the monthly line of steam-packets between Bordeaux and the Brazils, with extension to Buenos Ayres, is admirably performed by four magnificent paddle-wheel steamers belonging to the 'Compagnie des Messageries Impériales,' the seat of which is at Marseilles.

### C. *The Wine Trade.*

Bordeaux is the great centre and emporium of the French wine trade. It appears from official returns that the average annual produce of the vineyards in France is 38,000,000 hectolitres, equivalent to about 836,000,000 imperial gallons. Of this quantity 13,340,000 hectolitres are offered for sale; 2,454,000 hectolitres are distilled and converted into spirits of wine or brandy. The quantity exported to foreign countries amounts to 2,030,000 hectolitres; 220,000 hectolitres are used for vinegar, and 15,245,000 hectolitres are consumed by the growers, or sold direct to consumers. Of the 2,030,000 hectolitres of wine annually exported from France, about one-half pass through Bordeaux. A large proportion of these exports is the produce of the district of Bordeaux, the department of Gironde. The average annual produce of the wines of Gironde, the red growths of which are known in England by the general name of claret, amounts to about 2,500,000 hectolitres, or about 55,000,000 imperial gallons. The vineyards are the property of about 12,000 families, and the expenses of their cultivation are estimated to amount to 45,000,000 or 46,000,000 francs a year. The best growths are from the confines of the 'Landes,' south of Bordeaux; the secondary growths are chiefly the produce of the country between the Garonne and Dordogne, and the 'palus,' a district of a strong and rich soil bordering the banks of those rivers. The first growths of the red wines are denominated 'Lafitte,' 'Latour,' 'Château Margaux,' and 'Haut Brion.' The first three are the produce of the district of Haut Medoc, situated to the north-west of Bordeaux, and the last of the district called 'des Graves.' These wines are all of the highest excellence; their produce is very limited, and in favourable

years sells at from 3,000 to 3,500 francs the tun, which contains 210 imperial gallons. But when they have been kept in the cellar for six years, the price is doubled, so that even at Bordeaux a bottle of the best wine cannot be had for less than 6 francs. The 'Lafitte' is the most choice and delicate, and is characterised by its silky softness on the palate, and its perfume, which partakes of the nature of the violet and the raspberry. The 'Latour' has a fuller body, and, at the same time, a considerable aroma, but wants the softness of the 'Lafitte.' The 'Château Margaux,' on the other hand, is lighter, and possesses all the qualities of the 'Lafitte,' except that it has not quite so high a flavour. The 'Haut Brion,' again, has more spirit and body than any of the preceding, but is rough when new, and requires to be kept six or seven years in the wood, while the others become fit for bottling in much less time.

Among the secondary red wines those of 'Rozan,' 'Gorce,' 'Leoville,' and 'Lorose,' 'Bran-Mouton,' 'Pichon-Longueville,' and 'Calon,' are reckoned the best. The third-rate wines comprise those called 'Pauillac,' 'Margaux,' 'St. Jullien,' 'St. Estèphe,' and 'St. Emilion.' It is but seldom that any of these growths are exported in a state of purity. The taste of English wine drinkers has been so much modified by the long-continued use of port, that the lighter wines of the Gironde would seem to want body. Hence, it is usual for the merchants of Bordeaux to mix and prepare wines according to the markets to which they are to be sent. Thus the strong rough growths of the 'Palus' and other districts are frequently bought up for the purpose of strengthening the ordinary wines of 'Medoc;' and there is even a particular manufacture called 'travail à l'Anglaise,' which consists in adding to each hogshead of Bordeaux wine three or four gallons of Alicant or Benicarlo, a bottle of alcohol, and sometimes a small quantity of Hermitage. This mixture undergoes a slight degree of fermentation; and when the whole is sufficiently fretted in, it is exported under the name of claret. The claret so produced chiefly consists of secondary wines, the first-rate growths falling far short of the demand. (Redding on French wines; Jullien, 'Topographie des Vignobles.') Even the first-class wines are frequently intermixed with the best secondary growths; and it is customary to employ the wines of a superior to mix with and bring up those of an inferior vintage.

The white wines of the Gironde are numerous. Those called 'Graves' have a dry, flinty taste, and an aroma somewhat resembling cloves. The principal growths are, 'Sauterne,' 'Barsac,' 'Preignac,' and 'Langon.'

The following table shows the quantities of the various growths of wine produced in the department of Gironde in 1864 :—

	Tuns of Four Hhds.
1st Growth—Classed Medoc wines . . . . .	440
2nd " " . . . . .	1,260
3rd " " . . . . .	1,135
4th " " . . . . .	790
5th " " . . . . .	1,363
Ordinary . . . . .	7,500
Unclassed Medoc . . . . .	37,920
District of Blarge and Bourg . . . . .	30,000
District of Libourne . . . . .	60,000
Other districts—Red and white wines . . . . .	157,000
Superior classed white wines . . . . .	800
Unclassed " . . . . .	2,200
Total . . . . .	300,408
The Vintage of 1863 produced . . . . .	200,170
The difference in favour of 1864 was, therefore . . . . .	100,238 tuns or, 400,952 hhds.

The wines at Bordeaux, for different markets, may be classed as follows:—

First class—Great Britain and United States.

Second class—Netherlands and the north of Europe, first quality.

Third class—Hamburg and the north of Europe, second quality.

Fourth class—Cargo and interior consumption.

The first class includes the four first growths of the best quality only of a good year. The second class takes those growth, in quality immediately after the English wines in a good year, and, when there is demand, it takes the higher growths of an inferior year, at low prices. The third class comprehends ordinary wines of a superior description in good years. The fourth class includes the ordinary and common wines according to prices, and not to seasons.

In the first class, the trade is generally in the hands of English houses of great respectability and wealth. As there is sufficient competition amongst them, the most scrupulous attention is paid by nearly all these houses to quality; for the difference between wine of a good character and an indifferent article is so great, that none of the first merchants purchase wine unless the vintage turns out good. The fluctuation in the price of wine for the English market depends chiefly on the season and on the quantity of wine: a first growth, in a good vintage, is often sold for 4,500 francs per tun; and wine of the same growth of a bad vintage has been sold for 600 francs per tun. It sometimes happens that speculators purchase these wines of inferior vintage at low prices, and, by making them up with stronger wines, pass them off as wine of a different vintage, which accounts for the complaints of acidity in claret which are often made.

The wines for England of a good vintage are usually kept at Bordeaux 3 years, sometimes 4, 5, or 6 years, before they are shipped, during which time the greatest care and attention are paid to them in

fining, drawing off the lees, and preventing fermentation, the cost of which is estimated at from 50 to 74 per cent., according to circumstances. The second class of wine, sent to the Netherlands and the north of Europe, is of a lower quality than that for the English market, and is sent away new on the lees. The price paid for these wines is about 800 francs per tun. The wines of the third class for Hamburg and the north of Europe, are inferior in quality to the second class, but they form the ordinary wines of the bitter description in good vintages. The fourth class includes the common wines according to prices and not to seasons, from 500 francs downwards. In these wines there is often fluctuation of prices, depending wholly on the quantity in hand and the demand. The quality of the wine and the season influence very little the prices, and in ordinary years the difference at the vintage is not more than from 20 francs to 50 francs per tun. These wines are brought into consumption the year following the vintage, and are taken very little care of, their value not repaying any extraordinary expense.

The total exports of wine from Bordeaux, and the exports to the United Kingdom, in each of the years 1863, 1864, and 1865, were as follows, distinguishing wines in wood and wines in bottle:—

Wines in Wood		
Years	Total Exports	Exports to United Kingdom
	hectolitres	hectolitres
1863	635,215	50,303
1864	684,376	59,999
1865	978,422	68,325

Wines in Bottles		
Years	Total Exports	Exports to United Kingdom
	hectolitres	hectolitres
1863	62,074	12,298
1864	67,006	11,508
1865	59,649	9,888

The difference in the value of wines of different years, even of the first vineyards, of the very highest reputation, is enormous. While in the most favourable seasons, often spoken of at Bordeaux by the name of English year, 'Année Anglaise,' the produce of Lafitte, Latour, and Chateau Margaux, will bring 5,000 francs per tun, or 50*l.* per hogshead, there are years in which its value is not more than 400 francs, or 4*l.* per hogshead.

The inhabitants of the wine countries in France are from their infancy accustomed to drink 'piquette,' which is made by pouring water over the stalks and residue of the grapes after the juice is

extracted, and, in some instances, after the stalks have been exhausted in the wine presses, so that 'piquette' is often nothing but water that has passed through the casks in which stalks are put. But this acrid, acidulated beverage, better or worse according to circumstances, the poor drink ordinarily, so that the acidity in wine of a bad vintage is not of such consequence to the natives as to foreigners, none but good vintages being bought for exportation.

The local measures for wine differ very greatly in the various districts of France, occasioning much confusion to strangers, and particularly foreign travellers. While the old yard, foot, inch, pound, and ounce, have quite disappeared, giving way to metrical weights and measures, the old system still exists as regards the retail trade in wine. The wine grower of Beaune speaks of his tun of 223 litres; his 'feuillette' of 114 litres, and of his 'quartant' of 57 litres. But in the Côte d'Or the 'feuillette' has 142 litres, while in Champagne this same 'feuillette' contains only 100 litres, and at Bar le Duc it is limited to 90. The wine buyer in the Alsace must ask the price of the 'ohmen,' a measure of 50 litres. At Bordeaux the cask of 228 litres survives, and in Touraine the 'piece' holds 220 litres. The wine casks in the Loir et Cher hold from 245 to 250 litres. In other wine-producing districts a customer is offered a 'muid,' a 'queue,' a 'botte,' a 'tonneau,' of wine. A foreigner will naturally ask, 'How much is a "muid?"'—268 litres, replies a Parisian; 284 says a wine merchant of Lower Burgundy. 'And the "queue?"'—456 litres; 'and the "botte?"'—424 litres, will answer the Maconnais. As for the 'tonneau,' it has as many definitions as there are vineyards in France. The government, it is said, are about to put an end to this confusion, and there are shortly to be no other wine measures but the half hectolitre, hectolitre, and double hectolitre.

#### *Bankers at Bordeaux.*

Beyt, fils et Saffroy.—Comptoir d'Escompte de Bordeaux.—Delville, Rodrigués, Ely et Cie.—Duvergier, Bassie et Cie.—Gomez-Vaez et Levylier.—Ricard et Cie.—Rodrigués, fils et Cie.—Samazeuil et fils, drawing upon Scott & Co., Cavendish Square, London.—Soula, de Trincaud-Latour et Cie.—Violett et Cie., drawing upon Union Bank of London.

#### *Hotels at Bordeaux.*

Américains, 4, rue de Condé.—Angoulême, 24, rue du pont de la Mousque.—Charente, 19, rue Esprit-des-Lois.—Deux-Charentes, 8, rue Dieu.—Commerce, 1, rue de la Douane.—France et Rouen, 1, rue Esprit-des-Lois.—Marine, 15, rue Dieu.—Marine et des Colonies, 23, rue Esprit-des-Lois.—Nantes, 6, quai Louis.—Princes, 40, Fossés du Chapeau rouge.—Quatres-Sœurs, 6, cour du 30e Juillet.—Voyageurs, 10, rue du pont de la Mousque.

## PART VI.

THE PRINCIPAL SHIPPING PORTS AND  
MANUFACTURING TOWNS OF FRANCE.

## CHAPTER I.

## Ports on the Channel and the Atlantic.

*(The population, in all cases where not otherwise stated, is that of the census of 1861.)*

**Boulogne.**

BOULOGNE, or, as frequently called, *Boulogne-sur-Mer*—to distinguish it from six other places bearing the name of Boulogne, chief among them the town of Boulogne-sur-Seine, near Paris—stands at the mouth of the little river Liane, forming a small tidal creek, in the department Pas-de-Calais, 20 miles SSW. Calais, and 139 miles NNW. Paris, by the Northern Railway. Population 36,265. Boulogne is divided into the upper and lower towns. The former is well built, but irregularly laid out. It has two squares, ornamented with fountains; and contains the cathedral, the ancient episcopal palace, the hôtel-de-ville, and the courts of justice. The fortifications, by which the upper town was formerly surrounded, have been mostly demolished, the old castle and the walls only remaining. The ramparts have been planted with trees, and afford a delightful promenade, commanding a view that extends to the coasts of England, which are distinctly visible in fine weather. The lower or new town is situated at the bottom of the hill, and is intersected by the Liane; it is the most populous, most commercial, and best built. It is regularly laid out, and has several public buildings, among which may be specified the baths, the general hospital, the barracks, a public library containing 30,000 volumes, and a theatre. A magnificent column, dedicated, by the grand army collected here in 1805, to Napoleon I., but not finished till 1821, stands on a hill nearly a

mile from the town. It is crowned by a gallery surmounted by a dome, and is 164 feet high.

The harbour, which was formerly dry at low water, and nearly closed by a bar at the river's mouth, has been vastly improved, though it still labours under a deficiency of water. It is formed of two large basins, connected by a quay. Ships may anchor at from  $\frac{1}{2}$  to  $\frac{3}{4}$  of a mile off the harbour, in from 6 to 9 fathoms. A good deal of trade is carried on from the town, and the herring, mackerel, and cod fisheries are vigorously prosecuted. The herring fisheries during the season 1864-65 employed 127 boats, the tonnage amounting together to 4,017 tons, and the crews numbering in all 1,862 men. Many British fishermen begin the season on the coast of Scotland, proceed thence to Yarmouth, and finish on the coast of the straits near Boulogne.

The Boulogne fisheries produced 70,084 barrels of salt fish in 1864, each barrel weighing 142 kilogrammes, or 9,814 tons total, value in all 109,198*l.*; besides fresh fish for local consumption, or forwarded into the country, amounting to 643,500 kilogrammes, or 634 tons, and which sold for 14,132*l.* The total produce of the herring fisheries during the season of 1864-65 was 123,330*l.*

In the fresh fish (not herrings) fisheries, 182 boats belonging to the port of Boulogne are employed; the produce of 1864 was 2,832,488 kilogrammes, or 2,789 tons, of the value of 50,119*l.*

In the Iceland cod fishery eight vessels were engaged in 1864. Their tonnage amounted together to 896 tons, and their crews to 135 men; they caught 259 lasts, or 551 tons, which fetched 6,216*l.*

The following table shows the number, tonnage, and crews, as well as the nationality of the vessels which entered and cleared the port of Boulogne in 1864:—

Nationality of Vessels	Entered			Cleared		
	Vessels	Tons	Crews	Vessels	Tons	Crews
British steam . . .	1,050	211,204	17,480	1,051	211,457	17,488
British sailing . . .	433	54,118	2,361	405	52,268	2,262
French . . .	123	7,371	580	121	6,017	519
Norwegian . . .	53	9,214	429	53	9,214	429
Dutch . . .	4	457	22	4	457	22
Russian . . .	3	650	27	3	650	27

Of the vessels which entered, only 15—all British—of 1,081 tons, were in ballast; but among the number which cleared no less than 458—of which 398 British—of 63,123 tons, were in ballast.

The subjoined statement gives the value of the imports and exports:—

Value of the goods imported in 1864 through the port of Boulogne, the greater part in English vessels . . . . .	£ 7,410,897
In 1859 the value of the goods so imported was . . . . .	6,340,813
Increase in favour of 1864 . . . . .	<u>1,070,084</u>

Value of the goods exported during 1864, almost exclusively in English vessels . . . . .	£ 11,721,154
In 1859 the value of the goods exported was . . . . .	6,013,734
Increase in favour of 1864 . . . . .	<u>5,707,420</u>

A large amount of both the imports and exports represents bullion. The selection of the ports of Boulogne and Folkestone by bankers for the transit of gold and silver, is accounted for by the shortness of the sea voyage and the rapidity and safety of the conveyance.

The custom-house receipts of Boulogne were as follows in the year 1864:—

Customs duties on imports . . . . .	£ 138,906
"          "    exports . . . . .	1,334
Navigation dues . . . . .	14,656
Sundry small dues, consisting of stamps and permits . . . . .	479
Quarantine dues . . . . .	<u>325</u>
Total . . . . .	155,700

The following was the classification of the goods which passed the custom-house of Boulogne in 1864:—

	Goods which paid duty	Goods in transit	Total
	£	£	£
Imports:—			
Materials for manufactories . . . . .	4,104,435	838,496	4,942,931
Natural produce . . . . .	32,743	17,692	50,435
Goods for consumption, manufactured goods . . . . .	1,433,249	984,280	2,417,529
Gold and silver . . . . .	8,022,224	73,408	8,095,632
Exports:—			
Natural produce . . . . .	1,308,964	635,519	1,944,483
Manufactured goods . . . . .	7,425,816	2,350,854	9,776,670
Gold and silver . . . . .	379,829	12,916	392,745

The importance of Boulogne, as one of the principal gates of France on the English side, is shown in the subjoined table, which gives the number of packet boats, passengers, carriages, and horses passing through the port of Boulogne in the year 1864:—

	Arrived	Departed	Landed	Embarcked
Packet boats . . . . .	1,055	1,055	—	—
Passengers . . . . .	—	—	64,202	70,344
Carriages . . . . .	—	—	87	50
Horses . . . . .	—	—	2,433	393



The total number of passengers in 1865 amounted to 136,104.

The harbour of Boulogne consists of a quay, and a floating basin now in course of construction. The length of quay accessible to vessels for loading and unloading is 1,550 mètres, or 5,015 feet. The floating basin it is expected will be opened for navigation in the course of the year 1867, and will add an additional length of 1,050 mètres, or 3,500 feet.

The depth of water in the harbour is as follows:—

	ft.	in.
At the highest known tide . . . . .	31	0
„ ordinary spring tide . . . . .	29	8
„ ordinary neap tide . . . . .	23	7
„ lowest known ebb . . . . .	1	8
„ spring tide ebb . . . . .	3	10
„ neap tide ebb . . . . .	9	1
Mean depth, 16 ft. 9 in.		

The following is a statistical statement of the wholesale manufactories of Boulogne and its environs:—

Names of the Factories	Where situated	Manufactured Goods	
		Name	Where sent
Foundry . . . . .	Marquise	Rough pig iron and cast iron	$\frac{4}{5}$ sold inland, $\frac{1}{5}$ exported
„ . . . . .	Outreau	Foundry iron and rough iron for second melting	The Society de Montalaaise, for flattening metal, near Creil
Portland and Roman Cement Company	Boulogne	Cement . . . . .	France and abroad
Spinning factory . . . . .	„	Yarns . . . . .	„ „
„ „ . . . . .	„	„ . . . . .	France
„ „ . . . . .	St. Etienne	„ . . . . .	„
Spinning and weaving factory	Condette	Sail cloth . . . . .	„
Steel pens and penholders	Boulogne	Pens and penholders	France, Europe, and America
Saw mills . . . . .	„	Planks, &c. . . . .	Home
Oil factory . . . . .	„	Oil and oilcake . . . . .	France and abroad
Springs for crinolines	„	Pens and springs	Paris

The produce of the steel pen manufactory above cited, amounted, in the year 1864, to 1,714,490 gross of pens, and 61,582 gross of penholders. The saw-mills, three in number, are worked by means of steam engines of a nominal collective power of 62 horses. They work throughout the year.

Agriculture makes but little progress in the country around Boulogne, which is very hilly. The improved methods of cultivation are here introduced with great difficulty. The district does not

produce enough for its own requirements, and, therefore, imports each year corn and oats from Brittany, the Baltic, the Black Sea, and Egypt. On the other hand the farmers breed a great number of colts, which are sold when one or two years old to dealers from Normandy, who take them into their rich pasturages where they are improved. The farmers who breed them pay a large portion of their farms with the produce of the sale of the colts.

*Bankers at Boulogne.*

Adam et Cie., drawing upon London and Westminster Bank, and Coutts & Co., London.—Dubout aîné et fils.—Fontaine et Lesage.—Trudin-Roussel et fils.

*Hotels at Boulogne.*

British Hôtel.—D'Angleterre.—De l'Europe.—Bains et de Bellevue.—Bedford.—De Calais.—Commerce.—Croix de Bourgogne.—De Folkestone.—De France.—De la Gare.—Londres.—Lion-d'Argent.—Du Louvre.—Meurice.—Mortier-d'Or.—Du Nord.—De la Paix.—De Paris.—De Pavillon impérial des Bains.—De Provence.—Royal.—Univers.—Victoria.

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**Brest.**

*Brest*, a strongly fortified maritime town, department Finisterre, occupies the foot and declivity of a steep hill, on the N. side of a spacious bay, near the extremity of the peninsula of Brittany; 30 miles NW. Quimper, 132 miles WNW. Rennes, 314 miles WSW. Paris by road, and 325 miles by Western Railway, of which it is the terminal station. Population 67,933 in 1861. Brest, inclusive of its suburb Recouvrance, from which it is separated by the River Penfeld, is about 3 miles in circuit, and of a triangular shape. The city is situated on the eastern, and Recouvrance on the western side of the river. Brest is divided into the upper and lower town. In the first, which is the most ancient portion, though containing a considerable number of good modern edifices, the streets are irregular, crooked, and narrow, and the houses so unevenly placed, that the gardens of some are on a level with the fifth stories of adjacent buildings. In some places the declivity is so rapid, that the road to the lower town is formed by flights of steps. In the lower town many of the streets near the port are well laid out, clean, and healthy; elsewhere they are quite the reverse. Recouvrance, although improved latterly, offers but an unfavourable contrast to Brest. The ramparts which surround the town are planted with trees, and form a pleasant promenade, with fine views toward the harbour.

A large portion of Brest is occupied by marine establishments. It has a noble arsenal established by Louis XIV., excellent docks for building and repairing ships, large rope walks, and various magazines for the stores necessary to the fitting out of a navy, with marine barracks, and a hospital. In the upper part of the town is the *Bagne*, a building for the reception of convicts sentenced to the galleys, and the largest edifice of its kind in France. It is 227 yards in length; its centre and extremities are occupied by the various officers having charge of the convicts, and the intermediate spaces are separated into four divisions, each capable of lodging 500 men.

The port of Brest consists of two divisions, the port proper or inner harbour, and the outer harbour. The first is formed by the mouth of the Penfeld, and is lined by good quays adorned with large and handsome stone buildings. It is landlocked, capable of accommodating 50 frigates and other vessels, and is protected by formidable batteries, and by an ancient castle on a rock at its entrance. The outer harbour or road of Brest is one of the finest in the world. It is of great extent, being capable of accommodating the largest navies, and has deep water throughout. The channel, Le Goulet, by which it communicates with the ocean, is only 1,805 yards across, defended on either side by very strong batteries; and it is further strengthened by having a rock in its centre, which obliges ships to pass close under the guns of the batteries.

The following table shows the number and tonnage of vessels, with their nationality, their trade, and the nature of their cargo, entering Brest in 1864 :—

Nationality	Number of Vessels	Tonnage	Trade	Nature of Cargo
French . . .	110	9,886	Direct with other countries	Coals, cement, iron, hemp, timber.
Do. . . . .	2,143	124,519	Coasting . . .	Brandies, wines, French produce and manufactures, groceries, colonial produce.
English . . .	119	13,989	Direct . . .	Coals, cement, copper, iron.
Other foreign nations . . .	20	5,033	Do. . . . .	Timber, hemp.
Total . . .	2,392	163,427		

The corresponding numbers in 1863 were :—

Nationality	Number of Vessels	Tonnage	Trade	Nature of Cargo
French . . .	89	8,018		Same as in 1864.
Do. . . . .	1,527	91,415		
English . . .	58	5,786		
Other foreign nations . . .	18	5,413		
Total . . . .	1,692	110,632		

The cargoes imported by English ships were :—

Articles	1863	1864	Articles	1863	1864
Coals . . . .	33	46	Flour . . . .	1	—
Cement . . . .	10	60	Copper . . . .	1	—
Jute . . . . .	8	8	Teak wood . . .	—	2
Hemp . . . . .	—	2			
Iron . . . . .	5	1	Total . . . . .	58	119

The commerce of Brest consists entirely of imports, there being no articles of produce or manufactures to export. It may be classed under three heads :—1. Supply of the dockyard. 2. Supply of the town. 3. Supply of the interior of the department.

1. Supply of the Dockyard.—Some of the naval stores are purchased direct by the naval administration, others by contract. The stores purchased direct are pine timber and coals. A naval engineer is stationed at Dantzig to purchase pine timber in the ports of the Baltic. Some inferior pine timber is brought from Bayonne, supplied by contract. Oak is selected in the woods and forests of France by naval engineers attached to the forest service, who mark every oak-tree likely to become fit for the navy. This operation is called 'martelage,' from 'marteau,' a hammer, a blow of which imprints the government mark, after which the tree cannot be cut down until consented to by the engineer. If then found fit for the navy, it is purchased and sent to the dockyards. This is considered very advantageous to the proprietors, who are certain of getting very high prices for their marked trees. Elm, beech, ash, some inferior oak, and all other timber, including teak-wood and masts, are purchased by contract. Coals, of which about 20,000 tons are annually received into the dockyard, are entirely purchased by contract from the collieries of France, the principal of which are in the departments of Allier and Loire. The dépôt is at Nantes, where the coals are shipped in government lighters, and brought down the canal to Châteaulin, and thence across Brest Bay to the dockyard. These coals stand government in about 36s. a ton, and are vastly inferior

to English coals, which could be delivered into the dockyard at about 17s. 6d. per ton. All other naval stores are purchased by contract.

2. Supply of the Town.—The imports for the supply of Brest and its suburbs are wines, brandies, including alcohols of beet, grain, and potatoes, coals, Portland cement, timber, manufactured goods, and groceries. There are few towns in France where so much wine, &c. is consumed as at Brest. The quantities consumed in 1864 were,—

	Wine	Brandy
	imp. galls.	imp. galls.
In the city . . .	830,442	118,807
In the suburbs . . .	421,455	139,177
Total . . .	1,251,897	257,984

This gives more than 12½ gallons of wine and more than 2½ gallons of brandy for each inhabitant, the population of Brest with its environs being about 100,000 in 1864. The above statistics, which do not include liqueurs, of which vast quantities are also consumed at Brest, are taken from the octroi returns.

The octroi and 'droits réunis,' or excise duties, being imposed in each commune, according to its population, are much lighter in the suburbs than in the city. This accounts for the greater quantity of wine consumed in the suburbs than in town. Almost all the coals used in Brest come from England, and are sold at 32s. a ton to the consumer. Small coals, for smiths and manufactories, sell for less. The importation of coals is increasing. The quantity of British coals imported into Brest in 1863 was 15,635 tons; in 1864, 18,899 tons, brought by English and French vessels. The importation of Portland cement is also greatly on the increase. The quantity of Portland cement imported into Brest in 1863 was 5,016 tons; in 1864, 10,837 tons, brought by English and French vessels. Deals and boards from the Baltic are mostly brought in French ships. Bayonne pine timber, which is inferior to that of the Baltic, is brought in sailing coasters. Manufactured goods, groceries, and also colonial produce, come by sea from French ports in the channel; olive oil, soap, and dried fruits from French ports in the Mediterranean.

3. Supply of the Interior of the Department.—The supply consists mostly of the same articles as for the town. About one-half of the supply of the interior of the department comes through Brest, the remainder through Morlaix, Landerneau, Port Launay, Pont l'Abbé, and small ports in Finisterre. A few cargoes of jute have been imported from England for the flax-spinning manufactory at Landerneau. This article, used for making coarse bagging, enables a great part of the refuse from flax and hemp hackling, formerly thrown away, to

be mixed up and spun with it. It is therefore supposed that the importation of jute will increase. Coals for smithies are nearly all from Wales, and are mostly brought in the small French coasters thrown out of other employment by steam navigation. The quantity of British coals imported into the department of Finisterre, including those brought into Brest, in 1863 was 26,765 tons, and in 1864 was 31,586 tons, carried by English and French vessels.

The port charges on English and French ships at Brest, including pilotage, quarantine, tonnage duty, and other custom-house charges, and brokerage, are as follows:—

On Ships coming from	English Ships, per ton		French Ships, per ton	
	s.	d.	s.	d.
Great Britain, or British possessions in Europe	2	6	2	6
Elsewhere . . . . .	5	8	1	8

Ship-masters speaking French may perform their own brokerage, and thus save about 6*d.* a ton, the cost of brokerage.

Shorter voyages and greater regularity in arrivals are causing steam navigation to supersede that of sailing ships in the coasting-trade, notwithstanding a difference of about one-third in the price of freight. The sailing vessels thus thrown out of the coasting-trade resort in greater numbers to England for coals and cement, and to the Baltic for timber. Lines of steamers for goods and passengers are running between Dunkirk, Brest, and Bordeaux, between Brest and Nantes, and Brest and Bordeaux. The transatlantic packets between Havre and New York touch at Brest on their outward and homeward voyages. A joint-stock bank was opened at Brest in 1853. Its shares are of 40*l.* each, 18*l.* of which have been paid up. The yearly dividends have not yet been under 20 per cent., of which 6 per cent., are annually added to the reserve fund, which now amounts to more than 16,000*l.* A branch of this bank is established at Morlaix. A branch of the Bank of France was established at Brest in 1861. The rate of exchange with England follows the Paris quotations, adding or deducting commission and expenses on sale or purchase of bills. In charter-parties and other commercial written contracts, the rate of exchange is generally stipulated at 25 francs per 1*l.* sterling. When no rate of exchange is specified, and the parties do not agree, but refer the matter to the Tribunal of Commerce or to arbitration, the Paris rate for bills on England at thirty days' date is generally awarded.

#### *Bankers at Brest.*

Branch of Banque de France.—Caisse commerciale de Brest.—Carof et Cie.—Ferré.—Pitty, jeune.

*Hotels at Brest.*

Du Grand-Monarque.—Du Cygne.—De Provence.—De la Tour d'Argent.—De Nantes.

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**Calais.**

*Calais*, the nearest seaport to England, and one of the chief manufacturing towns of the department Pas-de-Calais, stands in a plain, close to the sea, 20 miles NNE. Boulogne, 69 miles NE. Arras, and 162 miles N. Paris, by Northern Railway. Population 12,934, exclusive of the suburb of St. Pierre-les-Calais, almost entirely composed of lace factories, and which had a population of 15,008 in 1861. The town is of a square form, and is well fortified, being surrounded by walls and bastions, and protected on the W. side by a strong citadel, commanding the town and harbour, and towards the sea by several forts. The country round may, also, in case of necessity, be laid under water, by means of sluices. Calais is generally well built, the houses being of brick, and the streets broad and straight, particularly in the suburb of St. Pierre. The latter, as already mentioned, is inhabited chiefly by workers in lace and various textile manufactures, some of them engaged in factories and others at their own homes. There were in 1865 at St. Pierre, nearly 8,000 operatives employed in the making of cotton and silk lace, the produce being valued at 27,000,000 francs, or 1,080,000*l.* There were, besides, 3 linen factories, occupying about 1,200 hands, and 10 manufactories of steam and other engines. The textile manufactures of Calais, now of such importance, were not introduced here till the year 1825, the founders of the industry being two natives of England, whose names have been perpetuated in the title of streets at St. Pierre-les-Calais.

The trade of Calais is very considerable, chiefly owing to the circumstance of its being the nearest French port to England. The port is  $20\frac{1}{2}$  miles from the South Foreland, and  $22\frac{1}{2}$  from Dover. The entrance to the harbour is between two wooden piers, nearly  $\frac{3}{4}$  of a mile in length. The inner harbour dries at ebb tide, and within the piers has only from 15ft. to 18ft. at high water, according to the wind. There is, however, excellent anchorage ground in the outer road, from 2 to 3 miles N.W. from the harbour. Vessels are fitted out for the cod, herring, and mackerel fisheries.

The following table shows the nationality, number, tonnage, and crews of the whole of the shipping which entered and cleared the port of Calais in the year 1864 :—

Nationality	Entered			Cleared		
	Vessels	Tonnage	Crews	Vessels	Tonnage	Crews
British sailing	186	29,308	1,516	188	31,111	1,299
British mercantile steamers	104	15,600	1,560	103	15,450	1,545
British mail packets	433	73,610	7,361	430	73,100	7,310
French sailing	291	28,415	1,856	301	31,174	1,825
French mail packets	366	40,260	5,490	366	40,260	5,490
Norwegian	158	33,754	1,446	153	34,104	1,413
Russian	11	3,733	132	11	3,733	125
Prussian	2	621	25	3	1,024	38
American	1	404	11	1	404	11
Hanoverian	1	57	4	1	57	4
Total	1,553	225,762	19,401	1,557	230,417	19,060

The following two tables give a classified return of British shipping which entered and cleared at the port of Calais in the year 1864:—

Class	Entered						
	Total number of Vessels			Total Tonnage			Total number of Crews
	With cargoes	In ballast	Total	With cargoes	In ballast	Total	
Sailing vessels	178	8	186	28,655	653	29,308	1,516
Mercantile steamers	104	—	104	15,600	—	15,600	1,560
Mail packets	433	—	433	73,610	—	73,610	7,361
Total	715	8	723	117,865	653	118,518	10,437

Class	Cleared						
	Total number of Vessels			Total Tonnage			Total number of Crews
	With cargoes	In ballast	Total	With cargoes	In ballast	Total	
Sailing vessels	18	170	188	8,088	23,023	31,111	1,299
Mercantile steamers	103	—	103	15,450	—	15,450	1,545
Mail packets	430	—	430	73,100	—	73,100	7,310
Total	551	170	721	96,638	23,023	119,661	10,154

The subjoined table shows the quantity and value of the articles imported into Calais in 1864:—



Articles	Quantity	Value	
		francs	£
Cotton thread . . . . .	lbs. 54,105	1,325,268	53,010
Spun silk . . . . .	54,883	1,867,125	74,685
Cotton wool . . . . .	52,335	99,703	3,988
Wool . . . . .	7,004,247	12,708,604	508,344
Pig iron . . . . .	tons 3,473	564,536	22,581
Coal . . . . .	18,571	603,792	24,151
Flax . . . . .	lbs. 369,358	335,080	13,403
Gold bullion or coin . . . . .	72,899	106,376,539	4,255,061
Silver bullion or coin . . . . .	52,271	5,216,200	208,648
Timber . . . . .	cubic feet 1,870,370	2,011,530	80,461
Wood planks . . . . .	feet 20,757,231	5,061,504	202,460
Spirits . . . . .	quarts 7,366	12,550	502
Flour . . . . .	lbs. 203,705	41,580	1,663
Total value . . . . .	—	136,214,011	5,448,957

The year 1864 was not a favourable one as regards imports, there being a decline in most articles, except gold and silver. This will be seen from the following table, showing the increase or decrease in the imports at Calais in the year 1864, as compared with the previous year :—

Articles	1863	1864	Increase	Decrease
	£	£	£	£
Cotton thread . . . . .	67,003	53,010	—	13,993
Spun silk . . . . .	89,157	74,685	—	14,472
Cotton wool . . . . .	24,081	3,988	—	20,093
Wool . . . . .	722,437	508,344	—	214,093
Pig iron . . . . .	94,266	22,581	—	71,685
Coal . . . . .	24,142	24,151	9	—
Flax . . . . .	226	13,403	13,177	—
Gold bullion or coin . . . . .	80,296	4,255,061	4,174,765	—
Silver bullion or coin . . . . .	2,719	208,648	205,929	—
Timber . . . . .	44,760	80,461	35,701	—
Wood planks . . . . .	169,179	202,460	33,281	—
Spirits . . . . .	535	502	—	33
Flour . . . . .	6,438	1,663	—	4,775
Total . . . . .	1,325,239	5,448,957	4,462,862	339,144

Subjoined is a return of the exports from the port of Calais in the year 1864 :—

Articles	Quantity	Value	
		francs	£
Raw silk . . . . .	lbs. 8,148	277,200	11,088
Wines . . . . .	quarts 680,153	2,896,942	115,877
Brandies . . . . .	13,367	56,936	2,227
Eggs . . . . .	lbs. 520,303	153,405	6,136
Flour . . . . .	103,393	21,104	844
Potatoes . . . . .	81,922	2,415	96
Total . . . . .	—	3,408,002	136,318

The export of fruit which used to take place to a considerable extent at Calais has now almost entirely ceased in favour of Havre and Dieppe. The high freight charged by the General Steam Navigation Company—37 francs 50 centimes per ton to London—is said to be the main cause of the falling off in this trade; representations have been made to the company on the subject, but, it is reported, to no effect. The following table shows the increase or decrease in the exports at Calais in the year 1864, as compared with the previous year:—

Articles	1863	1864	Increase	Decrease
	£	£	£	£
Raw silks . . . . .	18,192	11,088	—	7,104
Wines . . . . .	95,172	115,877	20,705	—
Brandies . . . . .	2,681	2,277	—	404
Eggs . . . . .	7,244	6,136	—	1,108
Flour . . . . .	2,899	844	—	2,055
Potatoes . . . . .	608	96	—	512
Total . . . . .	126,796	136,318	20,705	11,183

Large quantities of fish are sent from Calais to England. The number of boats employed in fisheries is 92 for Calais, and 31 for the adjacent villages of Wissant and Waldam. These 123 boats are manned by 863 men. Without reckoning mackerel, whiting, and herrings, the usual proportion of fish taken may be described as about 30 per cent. of skate, 10 per cent. of soles, and 10 per cent. of turbot, brills, and codfish. The remaining 50 per cent. is made up of the commoner sort of fish. The average price of the whole does not exceed 25 centimes the kilogramme.

The Calais fishermen, following the example of those of Dunkirk and Boulogne, are also in the habit of selling in the port of Ostend a considerable quantity of fish taken off that coast, by which means, including its own trade, 4,004,000 kilogrammes of fish, valued at 972,633 francs, were sold at Ostend during the year 1864. The

French fishermen are allowed free access to the Belgian ports, and can sell their fish there on the payment of a small duty.

The following statement gives the number of travellers passing through Calais during the 20 years from 1846 to 1865:—

Year	Passengers	Year	Passengers
1846 . . .	18,405	1856 . . .	84,516
1847 . . .	16,208	1857 . . .	78,860
1848 . . .	17,011	1858 . . .	68,350
1849 . . .	35,244	1859 . . .	68,853
1850 . . .	53,899	1860 . . .	75,922
1851 . . .	94,881	1861 . . .	74,402
1852 . . .	56,466	1862 . . .	131,065
1853 . . .	65,597	1863 . . .	123,053
1854 . . .	64,385	1864 . . .	119,762
1855 . . .	80,432	1865 . . .	133,562

The passenger traffic in 1865 at the principal ports of the Channel was as follows:—

	Passengers		Passengers
Boulogne . . .	136,104	Havre . . .	17,610
Calais . . .	133,562	Dunkirk . . .	2,167
Dieppe . . .	47,463		
Ostend . . .	20,087	Total . . .	356,993

Of this total, therefore, Boulogne and Calais together absorbed 75 per cent.

Taking the average proportion of the different nationalities landing at Calais and Boulogne, it is found that of every 100 passengers, 63 are English, Irish, or Scotch; 16 French; 9 Germans, Russians, Swiss, and Norwegians; 4 Americans; 4 Italians; 2 Spanish; and 2 Greeks, Turks, Indians and Africans.

#### *Bankers at Calais.*

Bellart et fils, drawing upon London and Westminster Bank.—Delattre.—Ph. Devot et Cie., drawing upon Scott and Co., Cavendish Square, London.—Tr. Sagot.

#### *Hotels at Calais.*

Dessin.—Meurice.—De Flandre.—Du Sauvage.—Du Commerce.—De Paris.—De Londres.—Marine.—Quillacq.—De Genève et Victoria.

### **Cherbourg.**

*Cherbourg*, a strongly fortified town as well as sea-port, department Manche, stands at the mouth of a small rivulet, the Divette, at the bottom of a bay formed by Cape Levi on the E., and Cape La

Hague on its extreme W., 41 miles NW. St. Lo, and 185 miles WNW. Paris, at the terminus of the Paris-Cherbourg Railway. Population 41,812. The streets of Cherbourg are narrow and dirty, notwithstanding there are many public fountains. The houses are mostly of stone and slated. Among the chief public buildings are the military and marine arsenals; a spacious marine and several other hospitals; the parish church, a singular edifice; the town hall and prison, both new and handsome buildings; a theatre; public baths and barracks. From its advantageous position on the Channel, it has long been a favourite object with the French government to make Cherbourg a great naval arsenal, and a secure asylum for ships of war; and, to accomplish this, vast sums have been expended upon it. The harbours for merchantmen and ships of war are quite distinct from each other. The last, the construction of which was commenced by the Emperor Napoleon I., is a magnificent work. It is mostly excavated out of the solid rock, is 328 yards long by 250 wide, and is capable of accommodating 50 ships of the line, which may enter it at all times, there being 25 feet water at low ebb. It has four covered granite docks, each 85 feet deep, for the building of ships, and a basin for those undergoing repair. Near the naval port is the dockyard of Chantereyne for the building of frigates, containing a large timber yard, and a rope walk 546 yards in length.

The commercial port, formed by the mouth of the Divette, and easy of access, consists of an outer harbour and a basin, the former 262 yards long, by 218 wide; the latter 446 yards long, by 138 wide. Between the two divisions is a sluice: the outer harbour communicates with the sea by a canal 656 yards long, and 54 feet wide, bordered in its whole length by a granite jetty, within which a depth of 19 feet water is always retained.

The roadstead of Cherbourg is one of the best in the Channel, and capable of containing 400 sail. It is defended on all sides by batteries, and is protected from the northerly winds, which would otherwise throw in a heavy sea, and in a great measure also from the Channel currents, by a vast artificial digue, or breakwater, similar to that of Plymouth Sound, constructed in the centre of the bay, opposite to, and about  $2\frac{1}{2}$  miles from, the mouth of the river. The breakwater, formed for the most part of granite and sandstone, was commenced under Louis XVI., in 1784, and discontinued in 1791; it was re-commenced by Napoleon I. in 1802, again discontinued in 1813, and finally completed by the Emperor Napoleon III. in 1864. Its foundation was laid by sinking many massive wooden frames, which were afterwards filled with blocks of stone. The slow labour of dropping stone over stone, and rock over rock, into the sea to form its foundation was, after many years of toil, interrupted for nearly half a century, when it was again renewed, and continued

more or less steadily till the whole was completed under the present Emperor. It is scarcely necessary to say that, though easy enough to build a breakwater which runs out from the land like that at Portland or Holyhead, it is very difficult to construct one in mid-sea as at Cherbourg or at Plymouth. The latter is little more than a mile in length, but the breakwater of Cherbourg is rather more than 2 miles. Its height from the foundation varies from 60ft. to nearly 150ft., and the width of the stone base from 300ft. to 600ft. Every stone of this vast artificial mountain was carefully carried and carefully dropped into its place. The part above water is beautifully finished, and formed into three terraces, or platforms, on the inner side. Four formidable forts guard its entire length. Those at the extreme east and west ends are for three tiers of guns—two in casemate stone works; the upper tier just showing their grim black muzzles over a belt of stone work. Each mounts about 40 of the heaviest guns. The two others, which are along the middle part of the breakwater and divide its whole length into four equal parts, are less heavily armed except on the sea face. They are all closed works pierced for musketry, so as to protect the rear and also sweep the platform of the breakwater itself. On the occasion of Queen Victoria's visit in 1858, these forts were perfect, but since then the gradual settlement of the foundation of the breakwater, which goes on incessantly, and which always will go on, has cracked the walls of the forts in all directions. At present they are capable of repair, but the repairs must be almost annual to keep them up as forts even for a few years longer. It is owing to this failure of the forts that the greater part of the sea face of the breakwater itself has been converted into a solid battery. Between each of the 4 forts are 4 batteries, each battery being formed of 8 guns of very heavy calibre. Forts Querqueville and Homet protect respectively the east and west entrances. The former is a picturesque mass of rock very like Elizabeth Castle at Jersey, and the latter is a larger repetition of the citadel at Halifax. These forts, though they form the 'pièces de résistance,' are by no means the only ones. In fact, every rock capable of fortification, every point on which artillery can be placed, is covered with guns, while the citadel La Raoul, a lofty inland peak, scarped like the Matterhorn, looks gloomily down into and over every gun in the harbour.

The commerce of Cherbourg is of no great importance, the shipping of the port being less than one-third that of Boulogne or Calais. In 1864, there entered at Cherbourg, exclusive of coasters, 424 vessels of an aggregate burthen of 33,456 tons, and there cleared 576 vessels, of 46,863 tons burthen. Among the vessels which entered were 39 steamers, of 2,409 tons; while the clearances included 43 steamers, of 2,971 tons. The total coasting trade of

Cherbourg in 1864 was represented by a tonnage of 32,499 entering, and 16,706 clearing the port with cargoes. The imports consist chiefly of timber, grain, colonial produce, and machinery—the latter almost entirely from England. The principal exports are those of gums and various vegetable extracts, oil-cake, fruit, and wine. There is regular intercourse by steamers between the port and Havre and Weymouth.

#### *Bankers at Cherbourg.*

Lebrun.—Lecoeur et Cie.—Lelaidier et Cie.—Mahieu, frères, with branch at Granville.—Mauger, frères, drawing upon Scott & Co., Cavendish Square, London.

#### *Hotels at Cherbourg.*

D'Angleterre.—Du Commerce.—De Normandie.—De France.—D'Europe.—De l'Univers.

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### Dieppe.

*Dieppe*, a small but flourishing watering-place and sea-port town, department Seine-Inférieure, stands at the mouth of the little river Arques, on the Channel, nearly opposite Beachy Head, from which it is distant 67 miles SSE., 31 miles N. Rouen, and 92 miles NW. Paris, on a branch line of the railway from Paris to Le Havre. Population 20,187. The town is well built; streets broad, regular, and one of them nearly a mile in length. The houses are mostly of brick, and ornamented with balconies. Dieppe consists of two parts—the town properly so called, and its suburb of *Le Pollet*, separated from it by the port, but communicating with the town by a bridge. Dieppe is well supplied with water, which is conveyed by an aqueduct excavated in solid rock for three miles, and distributed to 68 public, and above 200 private, fountains. Its port, enclosed by two jetties, and surrounded by quays, is capable of accommodating a great number of vessels of from 60 to 600 tons; but it nearly dries at low water, is with difficulty kept from filling up, and is rather of dangerous access from its narrowness and the rapidity of the current both inwards and outwards.

The shipping of Dieppe is about the same as that of Calais in number and tonnage of vessels. In the year 1864, there entered the port, exclusive of coasters, 1,490 vessels, of an aggregate burthen of 251,832 tons; and there cleared 1,520 vessels, of 258,308 tons burthen. Among the vessels which entered were 893 steamers, of a total burthen of 167,697 tons, while the clearances included 892

vessels, of 166,503 tons burthen. The coasting traffic of 1864 was represented by a tonnage of 9,716 entering and 5,669 clearing the port with cargoes. The total value of imports and exports, in 1864, amounted to 118,000,000 francs, or 4,720,000*l.* The principal articles of importation are grain, iron, coal, timber, and machinery; while the exports comprise French textile fabrics in silk, cotton, and wool, porcelain, wine, fruit, and oysters. The trade in oysters has, in recent years, grown into considerable importance through the system of artificial oyster culture largely introduced in the neighbourhood of Dieppe. The oyster 'parcs' now established are capable of storing 250,000 cwt. of the produce per annum.

The consumption of oysters in France is very great. Paris alone requires at present a daily supply which, in the course of the season, is said to amount to 100,000,000, and the large provincial towns all take in proportion. Countless numbers are besides exported, cured, prepared, and pickled. Official returns state that in 1862 the three Paris factors appointed by the government for the sale of oysters in the fish market, disposed of 67,836,900, being an increase of 12½ millions on the preceding year. More recent returns state that Paris in 1866 required ten times as many oysters as in 1856, and that they were double the price; further, that 6,000 women get a living at the capital during the oyster season in opening oysters alone. Of all the various kinds, the *huîtres de la Manche*, or 'channel oysters,' are the most esteemed in Paris. The expense of rearing oysters is so trifling, and the returns so large, that thousands of the seafaring people on the west coast of France have gone into the business, and many of the inland vine growers and general farmers have removed to the coast in order to try their luck at this new industry. As the mollusk may be kept out of the water for a few days without any harm, or can be kept in tanks and be artificially fed till such time as it is wanted for table purposes, a number of fishermen who could not find an outlet for either their round or flat fish, in consequence of the rapid transit required to insure their fish being fresh on arrival at the market, have within a year or two taken to the rearing and fattening of oysters. There are few places now on the Atlantic shores of France where oyster culture is not carried on in some one of its varied phases; there are numerous 'viviers' for keeping them alive till called for, 'parcs' for breeding them in, 'claires' for fattening them, and pits for greening them. The French Government, with a view to promote the industry, has established model beds near Dieppe, and at parts of the coast, so as to teach practically the art of oyster farming.

Since 1822, when a handsome establishment for sea-bathing was formed—reconstructed, in 1857, in the Crystal Palace style—Dieppe has become a favourite watering-place, and the number of visitors

has annually continued to increase. The town has also a public library, containing 4,000 vols., a school of navigation, and a theatre. Ivory articles are made here in greater perfection, perhaps, than in any other part of Europe; and there are some sugar-refineries, tanneries, rope-walks, and building docks for trading vessels. The manufacture of lace, for which this town was once distinguished, has now much diminished. Dieppe is an entrepôt for salt and colonial produce, and a portion of the inhabitants depend for support on the fisheries, especially those of mackerel and herrings, for the supply of the capital. Vessels are also fitted out for the cod fisheries: in 1864, the number was 19, of an aggregate burthen of 2,800 tons. A regular intercourse is kept up by steamboats between Newhaven, near Brighton, and Dieppe; and as the journey to Paris by land is much shorter by this route than by Calais or Boulogne, it is preferred by some travellers. The number who passed Dieppe in the year 1865 amounted to 47,463.

#### *Bankers at Dieppe.*

Caisse Commerciale, Osmont, Dufour et Cie., drawing upon Scott & Co., Cavendish Square, London.—Dejean et Cie.—Legriël et fils.—Lemaître.

#### *Hotels at Dieppe.*

D'Angleterre.—Des Armes de France.—Du Géant.—Grand hôtel de Londres.—Grand hôtel de Dieppe.—Grand hôtel du Nord et Victoria.—De la Plage.—Royal.—Grand hôtel des Bains.—Du Commerce.—De Rouen.—De l'Europe.—De l'Univers.

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### Dunkirk.

*Dunkirk*, or *Dunkerque*, that is, 'Church of the Dunes,' the most northerly sea-port town of France, in the department du Nord, on the Straits of Dover, 40 miles NW. Lille, and 47 miles E. Dover, on a branch of the railway from Paris to Calais. Population, 32,215. The town is well built, and has broad and well-paved streets. The Champ-de-Mars and the Place Jean Bart are large and fine squares: the latter, which is planted with trees, has a bust of the celebrated sailor, who was a native of Dunkirk. The greatest drawback upon the town is a want of good water, the supply being chiefly drawn from rain-water collected in cisterns. The defences of Dunkirk consist of a rampart and ditch, a citadel, and Fort Louis, about three-fourths of a mile distant. Being surrounded by ramparts, much difficulty has been experienced in procuring



sufficient accommodation for the population. The Basse Ville, in particular, is very unhealthy, owing to its crowded state, and the ditches enclosing it on all sides; but recently the local authorities have prevailed upon the government to level a part of the ramparts, and fill up these ditches, hitherto redolent of fever and ague, so that building may be freely carried on to the west of the town.

The harbour of Dunkirk, though in a great degree artificial, is large and commodious; but a sand-bank, which dries at low water, being interposed between the town and the roadstead, it is rather difficult of access. Dunkirk has both an inner and an outer roadstead, defended from the violence of the sea by sand-banks parallel to the shore, and with deep water and good holding ground.

Dunkirk was made a free port in 1826, since which time its commerce has materially increased, particularly its trade in French wines destined for the supply of Belgium, of which it is a depôt. A great increase in the number of steam vessels trading here has taken place within the last few years; they are gradually superseding the small class of vessels and billy boys that used to frequent this port; and as they are provided with cranes and other means of discharging their cargoes rapidly, they are not subjected to the inconvenience and delay experienced by some of the sailing vessels, owing to the inefficient accommodation afforded by the present state of the harbour.

The total number of British vessels which entered the port during the year 1865 amounted to 918, measuring 122,376 tons, representing a small decrease of tonnage compared with the preceding year, then 127,860 tons, while the number of vessels was only 744. The principal cargoes brought by British vessels were: 108 of jute, 77 of coal, 56 oil seeds, 329 general cargo, 128 of iron, 29 pitch, 23 oysters, 12 of flax, 3 of guano, 7 of wool, 2 of sugar, 3 of skins; the remainder consisted of bricks, slates, glass, flour, molasses, petroleum, and wood. The principal cargoes outwards were 382 general cargo, 48 sugar, 95 flour, 26 fruit, 20 potatoes, 50 wheat, 14 oil cakes, 2 rags.

The following table gives a comparative view of the principal imports and exports between Great Britain and the port of Dunkirk during the years 1859 and 1865:—

## IMPORTS FROM GREAT BRITAIN.

Articles	1859	1865	Articles	1859	1865
	cwt.	cwt.		cwt.	cwt.
Lead . . .	2,245	18,642	Soda . . .	94	31,710
Soda in crystals . . .	—	46,886	Litharge . . .	797	1,075
			Lampblack . . .	1,717	2,020

Articles	1859	1865	Articles	1859	1865
	cwt.	cwt.		cwt.	cwt.
Linen yarn . . .	4,523	4,203	Oil seeds . . .	286,406	124,482
Woollen yarn . . .	—	654	Coffee . . .	156	670
Linens . . .	1,983	648	Tar . . .	500	1,651
Machinery . . .	27,147	37,209	Palm oil . . .	1,605	5,797
Tools . . .	842	3,120	Seed oil . . .	75,607	—
Manufactured iron . . .	—	95,818	Peruvian bark . . .	—	1,838
Iron tubes . . .	4,963	10,980	Box-wood . . .	1,272	3,266
India - rubber goods . . .	228	573	Log-wood . . .	583	5,467
Skins, undressed . . .	1,158	2,538	Hemp . . .	1,969	1,847
Wool:—			Flax . . .	38,619	24,314
In mass . . .	15,993	99,718	Cotton wool . . .	1,048	26,924
Carded . . .	97	1,568	Jute . . .	3,813	139,295
Spun silk . . .	148	87	Rags . . .	—	6,797
Tallow . . .	981	13,276	Coal tar . . .	—	111,557
Grease (fish) . . .	809	1,807	Coal . . .	584,043	932,900
Wheat . . .	5,231	5,696	Pig iron . . .	114,340	990,686
Raisins . . .	6,531	4,683	Steel . . .	2,041	7,065
			Copper . . .	2,371	12,095
					value £
			Woollen stuffs . . .	—	27,465

## EXPORTS TO GREAT BRITAIN.

Articles	1859	1865	Articles	1859	1865
	cwt.	cwt.		cwt.	cwt.
Wool, in mass . . .	1,557	2,256	Refined sugar . . .	—	4,421
Wheat . . .	715,530	302,525		gallons	gallons
Flour . . .	569,391	626,961	Wines . . .	122,136	206,477
Potatoes . . .	98,742	26,078	Brandies . . .	2,815	6,533
Dried vegetables . . .	9,213	18,686		number	number
Raw sugar (native) . . .	130,511	460,341	Bottles . . .	8,826	19,398
Vegetable oils . . .	40,938	22,580		cwt.	cwt.
Dressed flax . . .	19,185	12,006	Porcelain . . .	765	139
Oil cakes . . .	25,090	52,353	Linen yarn . . .	—	10,135
Rags . . .	—	26,125	Jute yarn . . .	—	15,568
Starch . . .	495	13,555	Cotton wool . . .	964	1,011
Copper . . .	—	2,030	Fine mercery . . .	770	1,789
				value £	value £
			Furniture . . .	1,005	1,979
			Mirrors . . .	—	60,566

The Iceland cod fishery is a very important branch of trade at Dunkirk. The number of vessels employed in France in this fishery in 1864 amounted to 263, measuring 24,256 tons; crews, 4,353. To this number Dunkirk contributed 123 vessels; tonnage, 12,154; crews, 1,913. The produce brought direct to Dunkirk was in the following proportions:—

	cwt.	lbs.
26,290 barrels, weighing . . . . .	63,094	0
354,138 Codfish . . . . .	10,046	0
576 barrels refuse . . . . .	1,441	0
2,932 barrels of Oil . . . . .	1,032	45
2,818 barrels of Whale Oil . . . . .	1,174	30

Seventy-five to ninety fishing-vessels, weighing from 2,500 to 2,800 tons, are employed here in the minor fisheries; at the neighbouring port of Gravelines 56, weighing 1,081 tons, are employed in a similar manner.

Five oyster-beds, or 'parcs d'huitres,' have been lately established here. They are well organised, and provided with the means necessary to ensure a good supply. The oysters are chiefly brought from the coast of England, and sell during the season at 4 francs per hundred.

There is considerable manufacturing activity at Dunkirk, and about 2,588 men, women, and children find employment in 62 different establishments. The principal factory is Messrs. Dickson's and Co., for the manufacture of linen, sail-cloth, and carpets, which employs 866 hands, whose wages amount to 316*l.* per week, while about 34,358 cwt. of raw material are employed annually, value about 80,000*l.*, and producing manufactured goods to the amount of 120,000*l.* per annum. In addition may be cited the following:—the yarn and linen factory of M. Massat, which employs 58 hands, the product reckoned at 28*l.* daily. A considerable sugar factory, employing 100 hands; average wages 1*s.* 8*d.* per man, and 1*s.* per woman a-day. The iron foundry of M. Malo, where 120 people are employed at 2*s.* 6*d.* a-day, produces 12,000*l.* per annum; and an establishment for drying and preserving vegetables, employing 77 hands, wages 2*s.* 2*d.* a-day men, and 1*s.* 4*d.* for women.

There are five navigable canals terminating at Dunkirk; but owing to the peculiar nature of the soil, the frequent changes or level incident upon the drainage of the 'Waterenques' and 'Moères,' and the occasional want of rain, the navigation is frequently impeded, and even rendered impossible if the boats are much loaded. As this mode of communication is convenient and suited to the habits of the people, the government engineers are occupied with plans for its amelioration. Four out of the five canals terminating at Dunkirk, have been bought up by the State. The fifth—between Furness and this port—is in private hands, and so much neglected that the Chamber of Commerce have petitioned that it may likewise be placed under the control of government. The Chamber of Commerce also solicit free circulation on all the canals between Dunkirk and Paris, and the entire suppression of the navigation-dues upon them, which are at present so onerous as to impede traffic between this port and the interior by water, the scale of duties

ascending in ratio to the distance, and increasing the expense of freight by 10, 15, 25, and 30 per cent. to the following towns:— Bethune, Lille, Valenciennes, and Paris. This presses particularly upon agricultural produce and French coal, which is seldom transported by rail.

The manufacture of beet-root sugar, and of alcohol from grain, has much increased of late years in the district of Dunkirk. The produce of beet-root sugar in 1864 was as follows:—

	Tons
Quantity manufactured in this district . . . . .	1,187
Delivered for consumption . . . . .	27
Placed in bond . . . . .	977
Exported . . . . .	142

The produce of the grain distilleries in 1864 was as follows:—

Amount of grain employed . . . . .	2,748 tons.
Alcohol obtained . . . . .	203,676 gallons.

The average cost of land for purchase in the district is 75*l.* per acre, and lets at 1*l.* 18*s.* to 2*l.* Pasture land brings 190*l.* per acre for sale, and lets at 2*l.* 12*s.* to 3*l.* A farm labourer gets from 1*s.* 5*d.* to 1*s.* 7*d.* a-day, a woman about 1*s.* 1*d.* without food.

#### *Bankers at Dunkirk.*

Hamoir, Carpentier et Cie.—La Benne et Alard.—Morel et fils, drawing upon Scott & Co., Cavendish Square, London.—Petyt et Cie.—A Vandercalme.

#### *Hotels at Dunkirk.*

Du Chapeau-Rouge.—Hôtel de Flandre.—Des Bains de Mer.—De Dunkerque.

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### Havre.

*Havre (Le)*, sometimes called *Havre-de-Grace*, one of the principal commercial ports on the W. coast of France, department Seine-Inférieure, occupies the north bank of the estuary of the Seine, at its mouth in the Channel, 42 miles W. Rouen, and 109 miles WNW. Paris, on the terminus of the Paris-Rouen-Havre Railway. Population, 74,336. The town is built on a low alluvial tract of ground formerly covered by the sea, and is divided in two unequal parts by its outer port and basins, which stretch into the town and insulate the quarter of St. Francis.

The port of Havre, best and most accessible of all the French harbours on the Channel, consists, besides the open river harbour, of seven docks, capable of accommodating nearly 2,000 vessels.

The oldest of these docks, known as the 'Vieux Bassin,' was constructed in the early part of the seventeenth century, and, though recently deepened, is not very large; but the second, the 'Bassin du Commerce,' covers five hectares of ground, and will hold 200 vessels. Slightly larger than the last-named are the 'Bassin de la Barre,' to the east of the town, and the 'Bassin de la Floride,' situated to the south, parallel with the river, and surrounded by fortifications, with floating batteries at the entrance. Nearest to the railway station is the 'Bassin Vauban,' constructed between 1839 and 1844, covering seven hectares, and possessing a large pile of warehouses, called the 'magasins généraux.' But the largest of all the docks of Havre is the 'Bassin de l'Eure,' constructed from 1846 to 1856, and covering a surface of 21 hectares, or about 50 acres. The 'Bassin de l'Eure' communicates with the 'bassin-dock,' a row of immense magazines for storing merchandise, spread over an area of 23 hectares, or about 57 acres. It is stated that the warehouses of the 'bassin-dock' are capable of holding nearly the same quantity of goods as the London Docks on the River Thames. The lock of the citadel and the graving dock of the Eure basin at Havre are important works. The graving dock and its entrance locks are designed upon a very large scale, with the view of receiving the vessels of heavy tonnage engaged in the trade with New York; the depth of water on the cill being  $8\frac{1}{2}$  mètres at low water of spring tides, and the locks being  $30\frac{1}{2}$  mètres in length. The construction of the walls is of the best quality, and much ingenuity was exhibited during the progress of the works, as well as in the general designs for the extension of the port of Havre.

Two lighthouses, 50 feet high, 325 feet apart, and exhibiting powerful fixed lights, stand on Cape de la Hève, a promontory about 2 miles NNW. Havre, and 390 feet above the level of the sea; and there is also a brilliant harbour light at the entrance of the port, on the extremity of the western jetty. Havre has two roadsteads; the great, or outer, is about a league from the port, and the little, or inner roadstead, about half a league. They are separated by the sand-bank called 'l'Eclat,' between which and the bank called 'Les Hauts de la Rade,' is the W. passage to the port. In the great road there are from 6 to  $7\frac{1}{2}$  fathoms water at ebb; and in the little from 3 to  $3\frac{1}{2}$ . Large ships always lie in the former. The rise of the tide is from 21 to 27 feet, and by taking advantage of it the largest class of merchantmen enter the port. The water in the harbour does not begin perceptibly to subside till about three hours after high water—a peculiarity ascribed to the current down the Seine, across the entrance to the harbour, being sufficiently powerful to dam up for a while the water in the latter. Large fleets taking advantage of this circumstance, are able to leave the port in a single

tide, and get to sea even though the wind should be unfavourable. Havre being the sea-port of Paris, most of the colonial and other foreign products destined for its consumption are landed here. The chief imports are cotton, sugar, coffee, rice, indigo, tobacco, hides, dye-woods, spices, drugs, timber, iron, tin, dried fish, grain and flour. The chief exports are silk, woollen and cotton stuffs, lace, gloves, trinkets, perfumery, Burgundy, Champagne, and other wines, brandy, glass, furniture, books, and articles de Paris. Havre receives seven-tenths of the cotton imported into France, more than half the tobacco, and wood for cabinet work, half the potash and indigo, more than two-fifths of the rice and dye woods, and more than a third part of the sugar and coffee. As respects cotton, Havre is to France what Liverpool is to England.

The shipping of Havre is greater than that of any other port of France on the Atlantic, and is surpassed only by that of Marseilles. In 1864, there entered the port, exclusive of coasters, 2,500 vessels, of an aggregate burthen of 680,319 tons; and there cleared 2,380 vessels, of 658,955 tons burthen. Included in this number were 810 steamers, of 243,456 tons, which entered, and 798 steamers, of 240,347 tons, which cleared the port. The tonnage of coasting vessels which entered the port in 1864, with cargoes, amounted to a total of 243,239, while there cleared 280,518 tons. Havre was the only port in France which, in 1864, despatched vessels on the gradually declining whale fishery; there entered the port, during the year, 2 whalers, of an aggregate burthen of 1,169 tons, and there cleared one vessel of this description of 537 tons burthen.

Most of the goods imported at Havre are destined for the internal consumption of France. The coasting trade has increased very largely of late years, as is proved by the great increase of French wines, soaps, and other produce imported at Paris from Havre, instead of being sent to the capital by land. The coasting vessels in many cases transfer their cargoes to large barges, called 'chaland,' which are towed by steam as far as Rouen, and by horses for the rest of the way to Paris.

The British vessels that arrived in the port in 1864 with cargoes amounted to 1,083, and 23 in ballast. The cargoes consisted of coals, cotton, iron, copper, machinery, lead, petroleum, cement, and general manufactured goods. Their united tonnage was 305,154, and their number of seamen 15,364. The number of British vessels that arrived in 1863 with cargoes, including 212 passenger steamers from London and Southampton, amounted to 1,111, against 1,026 in the year 1862. Of this number 437 were laden with coal, against 400 similarly laden in 1862. Of vessels bearing the French flag, 4,326 (including the coasting trade) arrived in the port in 1863, against 4,941 in the year 1862. Of vessels bearing the flag of other nations, 254 arrived in 1863, against 316 in 1862.

The tonnage duty on British ships arriving from British possessions in Europe, laden with coals, is 66 $\frac{2}{3}$  centimes per ton, with an addition of 20 per cent., making in all within a fraction of 80 centimes per ton. To this sum is added 80 centimes for peage or wharfage, the united amount being what is levied upon colliers. British vessels coming from the same possessions with any other kind of merchandise pay 80 centimes per ton duty, and 1 franc 10 centimes wharfage. Arriving from countries not British possessions, they are free if in ballast, but pay 75 centimes per ton wharfage if they leave the port loaded. But if they arrive from such countries with cargoes they pay 2 francs 50 centimes per ton, with the 20 per cent., making together, 3 francs per ton, with 2 francs 25 centimes wharfage, the united amount being 5 francs 25 centimes per ton.

The town has manufactures of chemical products, machinery, furniture for the colonies, glass and earthenware, starch, oil, and tobacco, besides large ship-building docks, rope-walks, breweries, and bakeries for sea biscuits. Many females are occupied in making lace, and in recent years a cotton mill has been established, which employs between 500 and 600 hands.

#### *Bankers at Havre.*

Branch of Banque de France.—Bourron et Cie., with branch at 44 rue Lafitte, Paris.—Deguerre, Heuzey et Cie.—Dubois, Saint-Georges, et Cie., drawing upon London and Westminster Bank.

#### *Hotels at Havre.*

Albion.—Angleterre.—Bellevue.—Bordeaux.—Bourse.—Commerce.—Dieppe.—Espagne.—Europe.—France.—Frascati.—Londres.—Marine.—Normandie.—Paix.—Paris.—Richelieu.—Rouen. Seine.—Southampton.—Trouville.—Wheeler's Hotel.

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#### **Honfleur.**

*Honfleur*, small sea-port, department Calvados, stands on the estuary of the Seine, nearly opposite Havre, from which it is 6 miles SE., and 30 miles NE. Caen, on a branch line of the railway from Paris to Cherbourg. Population, 9,553. The town is ill-built, for its streets are mostly narrow, crooked, and ill-ventilated, and its public edifices more remarkable for antiquity and oddity than elegance. The port, enclosed between two jetties, is difficult of entrance, and somewhat encumbered with mud, so as to be almost inaccessible, except at high water. It has two 'bassins,' which serve

as harbours for numerous fishing boats and coasting vessels. Many of the inhabitants are engaged in the herring, mackerel, and whiting fisheries, and vessels sail annually for the cod and seal fisheries. Honfleur is more a commercial than a manufacturing town; it has, however, some ship-building docks, rope-walks, and manufactures of copperas, nails, ship biscuit and lace. Its export and import trade is considerable; and butter, fruit, and eggs, in large quantities are sent to England from Honfleur.

The shipping of the port, in 1864, numbered, exclusive of the coasting trade, 814 vessels, of an aggregate burthen of 93,496 tons, which entered, and 808 vessels, of 96,416 tons burthen, which cleared. Of steamers, 116, of 15,533 tons, entered, and the same number cleared the port. The coasters which entered were represented by a tonnage of 25,284, and those which cleared were of 62,624 tons burthen. The shipping of Honfleur, in 1864, included 394 British vessels which entered, bringing chiefly coals. In 1863 the number of British vessels arriving in the port was but 286, and in 1862 only 165.

Great quantities of corn, and melons of a peculiar fine flavour, are grown in the environs of the town.

#### *Bankers at Honfleur.*

Bossière et Cie., or Caisse Commerciale.—Duval et fils.—J. Wagner.

#### *Hotels at Honfleur.*

D'Angleterre.—Des Armes de France.—Cheval Blanc.—Dauphin.—Paix.—Victoire.

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### L'Orient.

*L'Orient*, strongly fortified sea-port town, department Morbihan, stands at the confluence of the Scorff with the Blavet, at the head of the bay of Port Louis, about 3 miles from the Atlantic, and 29 miles W. by N. Vannes, on the railway from Vannes to Brest. Population, 34,536. The population doubled in the twenty years 1841-1861. About 6,000 of the inhabitants are employed in the dockyard and its appendages. L'Orient is clean and regularly built; the streets are wide, straight, and well paved; and the houses well constructed and handsome. One of its public squares, the Place Royale, is planted with lime-trees, and it has other good promenades. The principal church is very large and has a lofty spire, which is a conspicuous landmark. The prefecture, auction-hall, town-hall, and theatre are handsome edifices. The public slaughter-houses or abattoirs are remarkably clean; and the meat, fish, and bread markets



are, next to those of Rennes, the best constructed and most extensive in Brittany.

Though more a naval establishment than a commercial port, L'Orient has a small trade, which appears to increase from year to year. In 1864, there arrived, exclusive of coasters, 53 vessels, of a total burthen of 7,595 tons, and there cleared the port 110 vessels, of 11,943 tons burthen. Of coasters, there entered, the same year, an aggregate tonnage of 30,344, and there cleared 28,413 tons. The chief exports are wax, honey, butter, corn, cattle, and pilchards; the latter, being taken in great quantities on the adjacent coast, are sent to Nantes to be prepared for exportation.

L'Orient, like Brest, is a natural dockyard: as a port of war it ranks third, and as a construction port it is the first in France. The port is secure, commodious, and of easy entrance. It is bordered by fine quays, on which are extensive buildings and establishments connected with the government dockyard, an observatory 120ft. in height, which serves also for a telegraph and a light-house, and a very handsome public fountain. The naval establishment is on a smaller scale at L'Orient than at Brest; it has no bagne, but it has a place of confinement for soldiers guilty of insubordination. More ships of war are now built in the dockyard of L'Orient than at any other in France, and the greater number of the ironclads of the Imperial marine were constructed here. L'Orient has slips enough for the construction of 30 vessels of all sizes; frigates and gunboats are, however, the classes of ships chiefly built. A new dockyard of twice the size of the old port, and with a mile of first-class building slips on the Blavet, opposite the town, was in course of construction in 1866. L'Orient has excellent sheers for masting vessels, and good block sheds, the machinery in which, as well as a portion of that for cable making, is wrought by steam. There are also numerous establishments for the construction of steam engines for ships of war. The buildings formerly belonging to the French East India Company—by whose agency the town was founded at the commencement of the last century—are now converted into barracks. The arsenal and naval stores are very extensive, and the artillery barracks are capable of accommodating 2,500 men. The lazaret is on a small island to the south, between L'Orient and Port Louis.

The manufactures of L'Orient, chiefly consisting of hats, linens, gold lace, and earthenware, are not very important.

#### *Bankers at L'Orient.*

Charpentier.—Le Deuc et Cie., or Caisse d'escompte de L'Orient.—Ouizille et fils.

#### *Hotels at L'Orient.*

Bretagne.—Europe.—France.—Lion d'Or.—Océan.

**Malo.**

*Malo (St.)*, fortified sea-port, department Ille-et-Vilaine, on the Channel, 40 miles NNW. Rennes, and 200 miles W. by S. Paris, on a short branch of the railway from Paris to Brest. Population, 10,886. The town is built at the mouth of the Rance, on the peninsula of Aron, connected with the mainland by a causeway. It is defended by strong walls with four bastions, constructed by Vauban, and a castle built by Anne, duchess of Brittany. On its north side it is inaccessible; but, from the want of outworks, it could not hold out against a regular siege. The town is in many parts well built, and has some excellent houses. Its chief public edifices are a cathedral, bishop's palace, town-hall, theatre, hospital, foundling asylum, communal college, and exchange. The port, on the south side of the town, is commodious and secure, but is rather difficult of entrance, and dries at low water; though at high water springs it has a depth of above 40 ft. In 1836, the French Chamber passed a resolution for the construction here of a floating dock or basin, but it was not completed in 1860, when by a decree of the Emperor Napoleon III., the sum of 5,000,000 francs was assigned for the final resumption of the work. The dock, which will serve also the neighbouring port of St. Servan, is expected to be completed in 1868.

There is a good roadstead NW. of the town, and opposite the mouth of the Rance, which is defended by various forts; the principal, La Conchée, being constructed on an all but inaccessible rock, a considerable distance off shore. The shipping, in 1864, numbered, exclusive of coasters, 611 vessels, of a total burthen of 66,823 tons, which entered, and 691 vessels, of 77,467 tons, which cleared the port. There also entered 239 steamers, of 30,118 tons, and there cleared 238 steamers, of 30,033 tons. The coasting traffic, in the year 1864, comprised a tonnage of 24,626 entering, and 14,465 clearing, all representing cargoes.

St. Malo has a hydrographical school of the first class, a chamber of manufactures, a government tobacco factory, naval rope-walks, and dry docks for the building of vessels of various sizes. The town has also manufactures of fishing-nets and hooks, pulleys and other marine fittings; a considerable trade in provisions with the French colonies, and a brisk coasting trade. Numerous vessels are employed in the mackerel, cod, and whale fisheries. Regular steam communication is kept up with the Channel Islands.

*Bankers at St. Malo.*

De Boishamon, frères.—Dupuy-Fromy et Cie., or Comptoir commercial d'escompte.—Garnier-Keruault.—Lemoine.

*Hotels at St. Malo.*

Chêne-Vert.—Commerce.—France.—Paix.—St. Malo.

### Nantes.

*Nantes*, large commercial city and port, department Loire-Inférieure, stands on the River Loire, where it is joined by the Erdre and Sevre-Nantaise, about 40 miles from its mouth, and 210 miles SW. Paris, on the railway from Paris to St. Nazaire. Population, 113,625. The situation of Nantes can scarcely be excelled. It stands upon the slopes and summit of a gentle hill, half encircled by the Loire, which is broad, clear, and tolerably rapid; and its beauty is greatly increased by several islets which dot the river exactly opposite to the town, and which are covered with pretty country-houses and gardens. The banks of the Edre, too, are very agreeable, abounding with chestnut woods, gardens, and country-houses. The declivities of the neighbouring hills are in great part covered with vineyards, which add much to the beauty of the scene, though their produce is very inferior. Nantes is built mostly on the north bank of the Loire, but partly, also, on the islands of Feydeau and Gloriette, in which are some of the handsomest quarters. Both the north bank and the islands are lined by fine quays, one of which, Quai de la Fosse, full two miles in length, is broad, and shaded by old elms, with many handsome mansions and warehouses. The Quays des Braces and Port Maillard are also planted with trees, being at once well frequented promenades, and the principal seats of commercial activity. The different parts of the city communicate by numerous bridges, several of which are handsome; one, the Pont de Pirmil, 277 yards in length, has 16 arches. There are also two railway bridges over the Loire.

Ships of 200 tons, in the ordinary state of the river, reach the city quays without difficulty; but vessels of a larger burden load and unload at the new port of *St. Nazaire* (see next article), about 40 miles lower down the river. But notwithstanding this disadvantage, the Loire, opposite the city, is crowded with inland craft, and vessels of all nations, but principally from the north of Germany, Sweden, Denmark, and Russia. Nantes, Brest, Pontivy, Redon, and other towns in Brittany, communicate with each other by the canal from Nantes to Brest, which has an entire length of about 230 miles. The exports comprise all sorts of French produce, but principally brandy, wine, and vinegar, silk, woollen, and linen goods, refined sugar, wheat, rye, and ship biscuits. The chief imports are sugar, coffee, and other colonial products; cotton, indigo, timber, and hemp.

The shipping of Nantes, in 1864, consisted, exclusive of coasters, of 1,229 vessels, of an aggregate tonnage of 112,581, which entered, and 1,073 vessels, of 115,981 tons burthen, which cleared the port.

The tonnage of coasting vessels entering was 84,697, while there cleared 68,919 tons of the same class. The number of British vessels arriving at Nantes during the year 1864, amounted to 179, while in the preceding years of 1861, 1862, 1863, the amount of British shipping was as follows:—in 1861, 120; in 1862, 154; in 1863, 202.

Ship-building is carried on very actively at Nantes. During the year 1865 there were constructed and launched 8 barques with a total tonnage of 5,480 tons, 7 brigs of 1,690 tons, 4 schooners of 760 tons, 2 luggers of 280 tons, being in all 21 vessels and 8,210 tons. The number was less than in 1864, but the tonnage greater in proportion.

Nantes was formerly famous for her quick sailing vessels; but this is not the case at present, and more ships are now built at Bordeaux. (See *Bordeaux*, pp. 166-7.) At Indret, near Nantes, on an island towards the mouth of the Loire, the French Government has founded an establishment for building steamboats, which employs about 2,000 workmen, who live a sort of monastic life, dwelling in houses built on a uniform plan, and beginning and ending work by the sound of bells. Large naval storehouses are established at Nantes, from which Brest, L'Orient, and Rochefort receive supplies both of provisions and ammunition. Previously to the Revolution, the foreign trade of Nantes was much larger than at present; and during the time that the slave-trade was carried on, Nantes was more extensively engaged in it than any other French port. Now Marseilles, Havre, and Bordeaux rank above Nantes as commercial cities. (For further particulars regarding the trade of the port, see next article.)

#### *Bankers at Nantes.*

Brousset et fils.—Gaillard.—Ganga et Cie.—Gouin et fils, drawing upon Scott & Co., Cavendish Square, London.—Rousselot-Allion et fils.

#### *Hotels at Nantes.*

Bordeaux.—Bretagne.—Boule d'Or.—Commerce et des Colonies.—Ecu de France.—France.—Maison Rouge.—Minié.—Nantes.—Paris.—Pelican.—Voyageurs.

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### **Nazaire.**

*Nazaire (St.)*, youngest but most rising maritime town of France, department Loire-Inférieure, stands on the right bank close to the mouth of the Loire, thus forming the lower port of Nantes, with

which and Paris it is connected by the Paris-Orleans Railway. Population, 10,845, by the census of 1861. Within the ten years 1856-66, St. Nazaire, previously a small fishing town scarcely known, has assumed an immense development, quite unparalleled in France. It has become a considerable town both as regards population and commercial animation, and has assumed the rank of a third seaport in the French empire. France a short time since did not possess a commercial port over an extent of 500 miles of coast washed by the Atlantic. The manufacturers in this part of the country were necessarily placed in a disadvantageous position in consequence of having no seaport from which to ship their produce, and, owing to their representations, the Emperor Napoleon III. ordered, in 1857, that a floating dock, 38 acres in extent, should be constructed here. This dock, though sufficient to accommodate 500,000 tons of shipping, shortly became overcrowded, and insufficient during one day in 70, according to official documents, to receive ships which presented themselves. Since that period the Transatlantic steam fleet has been built, which required large space. The maritime traffic having greatly exceeded the accommodation, and that traffic progressively increasing, an Imperial decree was published in 1863 ordering the construction of a second floating dock double the size of the first. It was finished in 1865, but the traffic has so much increased that the construction of two more floating docks has become necessary. The population has kept pace with the traffic. It has increased tenfold within eight years, and in 1866 was estimated at 20,000 souls. An imperial decree has given St. Nazaire a custom-house and all the privileges enjoyed by other French seaports. According to present appearances, St. Nazaire will shortly rival Havre and Marseilles.

St. Nazaire being properly the seaport of Nantes, its commerce may be best understood by giving the shipping returns together with those of the latter city—parent of the fast-growing infant. During the year 1865, 170 British ships—of which 140 were laden with 18,424 tons of coal, value 18,424*l.*; 50 with sugar, iron, tin, clay, lead, pitch, soda, machinery, and general cargo; and 16 in ballast—arrived at Nantes, and 153 at St. Nazaire. The total imports in British ships to Nantes in 1865 amounted to 25,863 tons, and exports 27,263 tons. The imports in British ships to St. Nazaire were 57,677 tons of coal, 850 tons of iron and machinery, from the United Kingdom; 3,950 tons of guano from Callao; 800 casks of sugar from Porto Rico; 6,620 casks of sugar from Havana; 17,566 bags of sugar from the Mauritius; 400 casks of sugar from Rio. The export in British vessels in 1865 were as follows:—41,400 quarters of barley, 3,651 tons of flour, 660 tons of wheat, 400 barrels of pork for Great Britain. Thirty-eight Norwegian ships

arrived at St. Nazaire in 1865, from Norway and Sweden, with timber; one Austrian vessel from Bordeaux in ballast; two Spanish vessels from Spain in ballast; two American ships from Callao with guano; two Russian vessels from Bordeaux in ballast; three Dutch vessels from Rotterdam with general cargoes, and three Italian ships from Naples with bones. The import trade in French vessels at St. Nazaire in 1865 consisted principally of sugar, rice, and coffee. The first article, amounting to about 222,000 bags and cases, from Havana, Mauritius, Réunion, Martinique, Guadeloupe, and Porto Cabello. The second article amounted to about 13,000 bags from Madagascar; and the third, viz., coffee about 16,400 bags, in addition to which small quantities of pepper, gum, indigo, and flax have been brought to St. Nazaire, together with some chests of tea from Manilla. But the most important movement at St. Nazaire is owing to the installation of a regular line of steamers which leave on the 6th of every month with passengers and mails for Martinique, St. Marthe, Aspinwall, St. Lucia, St. Vincent, Grenada, Trinidad, Demerara, Surinam, Cayenne, Central America, California, Equador, Peru, and Chili; and on the 16th of every month for St. Thomas, Havana, Vera Cruz, Porto Rico, Cape Haytien, Santiago, Jamaica, Guadeloupe, and Martinique.

Ship-building is the chief of the trades carried on at St. Nazaire. The two principal ship-building yards are those of Mr. John Scott, and the 'Chantier de Penhouet.' At the latter place, the best of the steamers of the Transatlantic Company, the St. Laurent, was launched on the 19th of April, 1866. She is the largest craft of her class ever built in France, and is said to compare favourably with any of the finest vessels of the Cunard or any other company's fleet. Her length is 356 ft.; breadth, 43 ft. 6 in.; depth, 30 ft. 8 in.; She is fitted with a four-bladed screw propeller of 19 ft. diameter and 23 ft. pitch. The spar deck, which occupies her whole length, gives her an appearance of great height in the water, while it increases the internal accommodations. The latter are calculated for a company of 300 passengers. There are good grounds for supposing that in a few years St. Nazaire will become a very considerable commercial port. On the other hand, the bad state of the river leading to Nantes, added to the progress which St. Nazaire is making, are likely eventually to render Nantes a place of secondary importance.

#### *Bankers at St. Nazaire.*

Bourcard et Cie.—Tretaud et Geffroy.—Gouin, fils et Cie., with branch at Nantes.

#### *Hotels at St. Nazaire.*

Bely.—Boissière.—Colonies.—Commerce.—Voyageurs.

### Quimper.

*Quimper*, a small town and river-port, department Finisterre, at the junction of the River Eir with the Odet, about 11 miles above where the latter falls into the Bay of Benaudet; 115 miles W. by S. Rennes, on the railway from Brest to Nantes. Population, 11,488. Quimper stands on the declivity of a hill, and is divided into the old and new town. The former, surrounded by walls, flanked with towers, is ill-built; but in the new town there are some good streets and houses. The cathedral, a handsome Gothic edifice of the 15th century, and other churches; the military hospital; the college, a large structure formerly belonging to the Jesuits; the theatre, and some public baths, are the principal public buildings. The river is navigable as far as the town for vessels of 200 tons burthen, those of greater size anchoring opposite its embouchure, in the Bay of Benaudet. Quimper has manufactures of earthenware and building docks; the inhabitants also engage in the pilchard fishery, and carry on an important trade in sardines.

The capture and cure of the sardine is a great business in France, and especially at Concarneau, in the immediate vicinity of Quimper, where as many as 13,000 men aid in the fishery. It is not easy to obtain accurate statistics of the business done in sardines. In the first place, there is a large quantity sold fresh—that is, packed in dry salt, in little baskets made of rushes, and sent wherever there is a mode of outlet. Then there is an enormous quantity sold in the familiar tins. It is said that besides the quantity exported, which is large, there are as many as 4,000,000 boxes cured in oil and prepared for the home market; then, besides these, a large number are sold loose in barrels, and also pressed in barrels. It is an interesting sight to witness the arrival of the boats, and to see the rush to the curing establishments of the men, women, and children interested in the sales. The curers buy from day to day what sardines they require, and no more; generally speaking, they do not, as in the Scottish herring fishery, make contracts with boats, and only one or two firms have boats of their own. When the curers are in want of a supply of fish, they put up a flag at their curing establishment, and the fishermen hurry to supply them, the price varying from day to day according as the fishery has been abundant or the reverse. As soon as the boats arrive the fish are put in train for the cure by being gutted, beheaded, sorted into sizes, and washed in sea water, chiefly by women, who can earn from 12 francs to 20 francs a week at these curing establishments. The cure is begun by drying the fish on nets or willows, generally in the open air, but sometimes from stress of weather it must be done under cover. After being dried they are ready for the process of the pan, which is kept

over a furnace, and is filled with boiling oil. Into the cauldron the fish are plunged, two rows deep, arranged on wire gratings. In this pan of oil—the very finest olive oil—they remain for a brief period, till, in the judgment of the cook, they are done sufficiently. Then they are placed to drip, the drippings of oil being carefully collected; after which they are packed by women and girls into the little boxes in which they are sold. Again they are allowed to drip by the boxes being sloped; then each box, by means of a tap, is filled carefully up to its lip with pure olive oil, when it is ready for the next process, which is the soldering on of the lids, or as it may be called, the hermetical sealing of the box, a most particular part of the process, at which the men can earn very large wages, with this drawback, that they have to buy all the fish that are spoilt. After the soldering has been accomplished the boxes have to be boiled in a steam-chest. Those that do not bulge out after the boiling are condemned as 'dead;' for when the process is thoroughly gone through the perfection of the cure is known by the bulging out of the boxes, which are of various sizes, according to the purpose for which they are designed. There are boxes of 6 lb. weight and 2 lb. weight, as also half and quarter boxes, with from about 24 to 12 fish in them, according to size. Little kegs are also filled with sardines cured as anchovies. The finishing process of the sardine cure is to stamp the boxes, and affix the thin brass labels which are always found upon them. There are stated to be altogether above 20,000 people employed in the sardine trade, within the arrondissement of Quimper, which had a total population of 122,791 in 1861.

*Bankers at Quimper.*

De la Hubaudière.—J. Trochen.

*Hotels at Quimper.*

De l'Epée.—Lion d'Or.—Provence.—Voyageurs.

**Rochefort.**

*Rochefort*, fortified maritime town, and third naval port of France, department Charente-Inférieure, on the River Charente, about 12 miles from its mouth, opposite the Isle of Oleron, and 10 miles SSE. La Rochelle, with which it is connected by railway. Population, 70,285. Rochefort is situated at the extremity of an extensive plain, and is shaped like a bow, the arc formed by the ramparts, and the chord by the river. The town, which is wholly of modern date, having been founded under Louis XIV., is well laid out and built, though the



houses want elevation. Some of the principal streets are planted with rows of poplars; and in the centre of the town is the Place d'Armes, a large and regular square, planted, and ornamented with a fountain, which, with other fountains, provide the inhabitants with an abundant supply of river water. The port is capacious, and deep enough to receive vessels of the largest size, having 20 feet of water at low ebb, and more than 40 feet at high tide. The mercantile harbour, separated from the port militaire, admits vessels of from 800 to 900 tons. The shipping in 1864 consisted, exclusive of coasters, of 149 vessels, of an aggregate burthen of 28,632 tons, which entered, and 69 vessels, of 17,025 tons burthen, which cleared the port. Of coasters, there entered, in 1864, a tonnage of 42,796, and there cleared 46,634 tons, all representing cargoes. The chief imports are grain, timber, and coal, while the exports consist mainly of wine and spirits. (For further details concerning the commerce of the district, see *Tonnay-Charente*, pp. 212-13.)

Rochefort is of far greater importance as a naval yard than as a commercial port. The naval yard is entered by the Porte de Soleil, a handsome gateway constructed in 1828, on either side of which are lodges for the guard, the agents for the surveillance of the port, and officers of the customs. It comprises building-docks for ships of from 60 to 120 guns; sawing, brass and copper mills worked by steam; a sail-loft, model workshop, a bagné or prison, capable of holding 1,000 convicts; a rope-house, in which cables upwards of 400 yards in length are made, and a naval and military arsenal, biscuit manufactory, and stores for materials of every kind necessary in the fitting-out of ships of war. The cables and ship biscuit made at this port are admitted to be the best in France. The naval hospital without the town comprises 9 separate buildings, furnishing accommodation for 1,200 patients. The residence of the naval commander is a fine building, surrounded by gardens, which are open to the public. Rochefort is the seat of a maritime prefecture, and tribunals of original jurisdiction and commerce, and has schools of naval gunnery, medicine, drawing, and music; a society of arts and literature, Bible society, and public library. It has a few vinegar factories and sugar refineries; but ship-building is by far the most important branch of industry, and the ship-builders of the mercantile port construct handsome vessels for the coasting-trade and cod fisheries.

#### *Bankers at Rochefort.*

Boufflard.—Bourguignon et Cie.—Lesueur et Triaud.—Roy-Bry et Cie.

#### *Hotels at Rochefort.*

Coquille d'Or.—Etrangers.—Grand Bacha.—La Rochelle.

### Rochelle.

*Rochelle (La)*, rising town and sea-port, department Charente-Inférieure, on a short inlet of the Atlantic, 76 miles S. by E. Nantes, and 93 miles NNW. Bordeaux, with which and Paris it is connected by railway. Population, 18,904. Rochelle has an admirable commercial position. The town forms, as it were, the bottom of a small gulf, which serves as an avant port. It is defended by two handsome towers, which, whether La Rochelle be approached by land or water, are seen at a distance. Opposite the town, at the extremity of the roadstead, are the Isles of Ré and Oleron. The harbour is safe and commodious; it is protected by a strong jetty, and is capable of receiving vessels of 400 or 500 tons burthen. There was opened in 1861 a new dock, or arrière port, where vessels are careened. The shipping, in 1864, consisted, exclusive of coasters, of 255 vessels of a total burthen of 26,792 tons which entered, and 120 vessels, of 16,146 tons burthen, which quitted the port. The coasting trade was represented, in the same year, by a tonnage of 57,579 entering, and 45,737 clearing the port. The imports consist chiefly of coal, timber, grain, and colonial produce, while the principal exports are wines, spirits, and sardines. (For an account of the latter trade centering further northward, in the departments of Morbihan and Finisterre, see *Quimper*, pp. 208-9.) There is regular steam communication between La Rochelle and Bordeaux, besides which there are daily steamers running to the Isle of Ré, famous, in recent years, for its oyster culture.

The streets of La Rochelle are peculiarly wide and straight, and have foot-pavements, mostly under arcades, on which the houses are built. Few of the private buildings are lofty or of much size; but the town has, notwithstanding, a striking appearance. There are several good squares, and without the walls are the promenades called the Mall and the Champ de Mars. About four miles from Rochelle there may be seen a large artificial mussel farm that has been profitably cultivated for hundreds of years. The mussels are sold largely for food, and afford a good living to the people who cultivate them. They are grown on frames of basket-work, called 'bouchots' and are larger and of finer flavour than the natural mussel.

#### *Bankers at Rochelle.*

Babut.—Babut et Seignette.—Vincens et Laurent.

#### *Hotels at Rochelle.*

Des Etrangers.—France.

### Tonnay-Charente.

*Tonnay-Charente*, or as often simply called *Charente*, small but flourishing seaport, department Charente-Inférieure, near the mouth of the River Charente, forming a sort of upper harbour of Rochefort, with which and La Rochelle it is connected by railway. Population, 3,703 at the census of 1861, and estimated to have risen to about 5,000 in 1866. Tonnay-Charente is the principal port for the shipment of brandies, the produce of the districts of Cognac, Jarnac, and what is called the champagne country, on the River Charente; and the export of this article is so important as almost exclusively to occupy the attention of shippers. The amount computed to have been exported in the year 1865 was 57,318 puncheons, or 28,654,000 litres, of the value of 33,796,150 francs, or 1,351,846*l.* sterling. The extraordinary activity of this trade and its great increase within the last few years is shown in the following tabular statement, giving the official returns of the exports of brandies from Tonnay-Charente during the years 1860-65:—

#### EXPORTS OF BRANDIES.

Years	Quantity.	
	litres	gallons
1860 . .	11,572,330	2,545,906
1861 . .	11,318,532	2,490,070
1862 . .	13,127,700	2,888,094
1863 . .	18,128,945	3,988,358
1864 . .	27,008,420	5,941,848
1865 . .	28,654,000	6,303,880

The general exports of Tonnay-Charente are shown in the following table:—

#### EXPORTS IN 1865.

Articles.	Quantity	Value	Articles	Quantity	Value
Brand y .	gallons 6,303,880	£ 1,351,846	Sardines .	tons 57	£ 376
Cut stone .	tons 605	968	Vinegar .	gallons 31,944	662
Glass bottles	2,617	20,936	Wine .	70,268	1,914
Grain .	50	1,301	Wheat .	tons 152	1,342
Miscellaneous	50	960			
Potatoes .	61	173			

The trade of Tonnay-Charente is almost entirely with the United Kingdom, and carried on by British vessels, as will be seen from the

following tabular statement, giving the number, tonnage, cargoes, &c., of vessels which entered and cleared the port in 1865 :—

Nationality	Entered			
	Number of Vessels	Tonnage	Number of Crews	Values of Cargoes
British . . . .	104	26,762	1,439	£ 44,479
French . . . .	1	273	15	165
Norwegian . . . .	1	285	14	—
Total . . . .	106	27,320	1,468	44,644
	Cleared			
British . . . .	101	26,285	1,405	1,215,058
French . . . .	15	3,693	160	165,420
Total . . . .	116	29,978	1,565	1,380,478

The British trade has conferred much wealth on this district, and there are few persons in the mercantile and farming classes connected with the brandy-producing localities who are not in affluent circumstances.

*Bankers at Tonny-Charente.*

Burgand.—D'Abbadie.

*Hotels at Tonny-Charente.*

Balance d'Or.—Cicogne.—Point du Jour.—Soleil d'Or.

## CHAPTER II.

### Ports on the Mediterranean.

#### Agde.

AGDE, small but flourishing port, in the department Herault, stands near the mouth of the River Herault, on its junction with the canal of Languedoc, close to the great lagoon of Thau, and on the line of railway from Bordeaux to Marseilles. Population, 9,746. Agde is exceedingly well situated for commerce, by its position on a fine navigable river, and the great canal of Languedoc, or Du Midi, which

commences in the Garonne, near Toulouse, and ends in the lagoon of Thau—a very extensive but shallow kind of inland sea, separated from the Mediterranean by a sand-bank only. Ships of 200 tons burthen come up to Agde by the river, near the mouth of which is Fort Briscou. Agde has a considerable coasting and some foreign trade, with ship-building, manufactures of verdigris and soap, and distilleries. The shipping in 1864 comprised, exclusive of coasters, 151 vessels, of an aggregate burthen of 6,501 tons which entered, and 156 vessels, of 7,641 tons burthen, which cleared the port. The coasting in the same year consisted of a tonnage of 23,869 entering, and 23,950 clearing the port, all with cargoes. The imports are chiefly grain and colonial produce, while the exports include the produce of the country, principally wine and oil.

Agde, being mainly built of black basaltic lava, and surrounded by a wall and towers of the same material, has a grim appearance, and is called by the country people the *Ville Noire*, or *Black Town*.

*Bankers at Agde.*

Fournier et Cie.—Rigaud, Caussat et Cie.

*Hotels at Agde.*

Cheval-Blanc.—Notre Dame.—Poste.

**Ajaccio.**

*Ajaccio*, second sea-port town of the island of Corsica, of which it is the capital, on its west coast, and on the north side of a gulf to which it gives name. Population, 4,098. Ajaccio has a citadel, built in 1554, a college, a model school, a public library, a good theatre, and a fine promenade along the bay. The latter is spacious and safe, but exposed to the west gales. The streets of the town are straight and broad, with fine houses, but it labours under a deficiency of good water. It has a considerable trade, exporting wine, oil, and coral. The shipping, in 1864, comprised 117 vessels, of an aggregate burthen of 13,776 tons which entered, and 119 vessels, of 14,307 tons burthen which cleared, the port. Trade is carried on chiefly with the continent of France. A well-known ship-builder of Bordeaux, M. Armand, lately reorganised the long-neglected ship-building yard of Ajaccio. Two gunboats of between 500 and 600 tons each, ordered by the government, have been successfully launched; the first in 1862, the second in May 1865. It is stated, however, that these vessels have cost the government a far greater

sum than if they had been built in the French dockyards. (For particulars regarding the position which Ajaccio holds among the ports of Corsica, see next article, *Bastia*.)

*Bankers at Ajaccio.*

Borelli et Cie.—Valéry et Cie.

*Hotels at Ajaccio.*

Europe.—France.—Nord.

**Bastia.**

*Bastia*, first sea-port town of Corsica, on its east coast, and within 23 miles of the north-eastern extremity of the island. Population, 19,304. *Bastia*, formerly the capital of the island, stands amphitheatrically on a rising ground, and has a fine appearance from the sea, yet on entering, it is found to be ill-built, with streets narrow and crooked. It is defended by a citadel, and by walls and bastions; but these are of little use except for the defence of the port, being commanded by the heights, on the slope of which the town is built. The old harbour, formed by a mole, is fit only for small vessels; a new harbour, the funds for which were voted in 1863, was commenced in 1865. The port, extending before the modern quarter of the town to the north of the old harbour, will have an area of  $41\frac{1}{2}$  acres, and a protecting mole 763 yards long.

The iron works of Toga have greatly increased the trade and importance of *Bastia*, in the immediate vicinity of which they are situate. The cast iron produced is much esteemed, and is converted into wrought iron of superior quality, and steel. Messrs. Petin, Gaudet, and Co., of Rive de Giers, department Loire, the proprietors of the works, furnished to the French Government the armour plates for the frigate 'La Gloire,' and other ironclads. The Toga works were originally established in 1840, and, after undergoing various vicissitudes of fortune, came into the hands of the present proprietors in 1854, since which time their operations have greatly increased in importance, and are becoming yearly more extensive. At present, the works possess four blast engines, three of which are constantly at work. The machinery in use is, of a total of 330 horse power, distributed as under:—

Blast engines . . . . .	180	horse power.
Motive " . . . . .	100	" "
Hydraulic lifts . . . . .	50	" "
<b>Total . . . . .</b>	<b>330</b>	

Two hundred workmen are employed at the works alone. From 600 to 900 tons of Newcastle coal are consumed annually, but the ore is fused with charcoal, 22,000 tons of which are used per annum. Half of this quantity is imported from Sardinia, the remainder is procured from the forests of Corsica. Thirty vessels are in the continual employ of the company, and seventy more are freighted, as occasion may require, in the year.

The average annual quantity of iron-ore now used amounts to about 30,000 tons, containing 60 per cent. of ore, and the average quantity of cast iron produced may be reckoned at from 17,000 to 18,000 tons. About 700 tons of hammered iron, of excellent quality, are also produced yearly at the works. The ore is imported from the islands of Elba and Sardinia, and from Spain and Algeria. The value of the trade at the port of Bastia during the five years 1859-63 has been as under :—

Years	Imports	Exports	Total
	£	£	£
1859 . . .	225,047	113,506	338,553
1860 . . .	291,458	128,936	420,394
1861 . . .	323,284	175,543	498,827
1862 . . .	389,411	173,117	562,528
1863 . . .	644,400	166,696	811,096

In 1863 more than half the total imports of the island were unloaded at Bastia, including the greater portion of the iron ore, amounting to 28,602 tons, for the use of the Toga forge, and half the value of the miscellaneous goods. Of the exports, not quite half were shipped at this port. The most important were, 12,521 tons of cast iron, and 818 tons of bar iron, from the Toga works, of the total value of 151,809*l.*

The comparative importance of the numerous ports of the island of Corsica is shown in the following table, which gives the aggregate value of goods, and the number and tonnage of vessels which entered and cleared at each port in the year 1864 :—

Ports	Value of Goods entered and cleared, Coasting included				Vessels entered and cleared	
	francs	£	s.	d.	number	tons
Bastia . . .	20,305,297	812,211	17	6	2,336	219,356
Ajaccio . . .	9,992,903	399,716	2	4	1,283	108,850
Isle Rousse . . .	2,538,816	101,552	12	10	434	27,920
Propriano . . .	2,489,559	99,582	7	2	547	33,738
Bonifaccio . . .	1,370,299	54,011	19	2	545	13,772
Solenzara . . .	1,466,021	58,640	16	9	338	18,044
Porto Vecchio . . .	1,126,984	45,079	7	3	384	24,221

Ports	Value of Goods entered and cleared, Coasting included				Vessels entered and cleared	
	francs	£	s.	d.	number	tons
Calvi . . .	924,831	36,993	4	9	347	24,917
Calzarello . .	859,103	34,364	2	5	206	10,469
St. Florent . .	690,589	27,623	11	5	301	8,262
Centuri . . .	421,369	16,858	15	3	224	4,681
Macinaggio . .	412,343	16,493	14	5	485	6,226
Cariari . . .	324,708	12,984	6	5	341	2,748
Lagone . . .	343,395	13,735	16	0	215	4,559
Cerrione . . .	170,226	6,809	0	10	49	2,049
Porticciola . .	170,708	6,828	6	5	112	1,750
Barcaggio . . .	150,884	6,035	7	2	146	2,121
Piane . . . .	426,387	17,055	9	7	129	4,636
Vengolasca . .	83,905	3,356	4	0	62	2,028
Total . . . .	44,268,327	1,770,733	1	6	8,484	523,357

It will be seen from the foregoing table that the two ports of Ajaccio and Bastia engross considerably more than one-half of the total commerce of Corsica.

*Bankers at Bastia.*

Benigni aîné.—Gregori, frères.

*Hotels at Bastia.*

Europe.—France.—Italie.

**Cette.**

*Cette*, fortified sea-port town, department Herault, situated on the narrow tongue of land separating the lagoon of Thau from the sea, and on the declivity and at the foot of a calcareous hill, which advances into the Mediterranean in the form of a peninsula, 15 miles SW. Montpellier, on the railway from Montpellier to Narbonne. Population, 22,438. The town is well built; it derives its chief importance from its harbour, and from being the port, on the Mediterranean side, of the Canal du Midi. The harbour is formed by two lateral moles, with a breakwater across the entrance. There are forts on both these moles, and on the principal is a lighthouse, the lantern being elevated 84 feet above the level of the sea. The harbour is perfectly safe in all weathers; it has from 16 to 19 feet water, and can accommodate about 400 sail of large and small ships. A broad and deep canal, bordered by quays, establishes a communication between the port and the lagoon of Thau, and, consequently, with the Canal du Midi on the one hand, and with the



canals leading to the Rhone on the other. Cette is the centre of a great amount of traffic, particularly of the coasting description; and from about the middle of November to the end of March freights are generally to be met with. There is regular steamboat communication with Algiers and the chief ports on the eastern coast of Spain; but the principal articles of export and import are those conveyed by the canal. About 36,000 tons of wine, and 4,000 tons of brandy, are annually exported. A good deal of Benicarlo wine from Spain, for mixing with claret, is imported. In the year 1865, there were not less than 176 houses engaged at Cette in the manufacture of and trade in wine. Ships are built here, and there are glass, soap, and tobacco works, with distilleries, and a manufactory of highly esteemed liqueurs. The fishery of sardines is successfully carried on along the coast; and the salt-works on the adjoining lagoon are extensive, and furnish employment to many persons.

The port of Cette is gradually acquiring considerable importance, and its trade is steadily increasing. The census of 1856 showed that the town contained a population of 21,064 souls, and that of 1861 that it had risen to 22,438. In 1835 only 2,762 vessels, collectively of 188,693 tons burthen, entered and left the port; and in 1864 the shipping had increased to 4,864 vessels, inwards and outwards, measuring together 563,538 tons. In 1864, 21 English vessels of 4,248 tons burthen entered the port, with cargoes valued at 24,025*l.*; but the goods which left the port in English bottoms amounted in value to 9,727*l.* only. The cargoes inwards consisted chiefly of sulphur, coal-tar, pitch, pig-iron, cement, and China clay. The principal exports were wine and salt.

The following table shows the number of foreign vessels which visited the port of Cette during 1864:—

Nationality	Ships	Tonnage	Nationality	Ships	Tonnage
Italian . . .	475	31,619	Hanoverian . .	4	642
Spanish . . .	237	14,893	Danish . . .	4	630
Dutch . . .	24	3,380	Greek . . .	3	810
Austrian . . .	29	9,540	Oldenburg . .	3	507
Prussian . . .	7	1,189	Belgian . . .	1	120
British . . .	21	4,248	Roman . . .	1	68
American . . .	6	4,524	Bremen . . .	3	1,054
Swedish . . .	17	3,578	Portuguese . .	3	369
Norwegian . .	14	3,543	Lubeck . . .	1	236
Russian . . .	23	5,258			
Mecklenburg .	10	1,716	Total . . .	886	87,926

Cette in 1864 possessed 33 vessels of 5,924 tons, and ranked as the fourth port of France, numbered by the collective tonnage of the ships frequenting the harbour.

*Bankers at Cette.*

Avanzini et Cie.—Bellotiny et Cie.—Catrux et Coste.—S. François.  
—Martin et fils.—Reynaud et Cie.

*Hotels at Cette.*

Grand Hôtel des Bains.—France.—Grand-Galion.

**Nice.**

*Nice*, third city and sea-port of France, on the Mediterranean, department Alpes Maritimes, at the mouth of the little river Paillon, 95 miles SW. Genoa, and 98 miles S. by W. Turin, on the railway from Marseilles to Genoa. Population, 48,278. The city is beautifully situated in a small plain at the foot of the Alps, by which it is protected from the N. and E. winds, while the cool sea-breeze, which prevails every day with a regularity almost equal to that of a tropical climate, moderates the summer heat. The principal disadvantage of its situation is that, being open on the west, it is exposed, with but little protection, to the influence of the mistral, or vent de Bise, which is often keen and piercing. It is encircled by bastioned walls, and has on the east the steep rocky hill of Monte Albano, surmounted by the ruins of an old castle. The view from this hill is very fine, and at sunrise and sunset the island of Corsica is sometimes clearly distinguished, though it is some 70 or 80 miles distant. The port, which is small and protected by a pier, admits vessels of 300 tons burthen, and is visited by the steamers from Marseilles and Genoa.

The shipping, in 1864, comprised 1,263 vessels, of an aggregate burthen of 84,607 tons which entered, and 1,308 vessels, of 85,060 tons burthen which quitted, the port. This was exclusive of the coasting trade, the tonnage of which amounted to 61,039 entering, and 1,589 clearing. Of steamers, there entered 642 of 55,615 tons, and there cleared the port 622 of 51,792 tons in the year 1864. The imports consist of general merchandise, while the principal articles exported are olive oil, lemons, perfumery, and lemon and orange peel. The value of the olive oil exported in 1864 amounted to 132,503*l.*, of lemons to 31,034*l.*, of perfumery to 3,697*l.*, and of lemon and orange peel to 1,545*l.* The season of 1864 was unfavourable for the olive, and the product was not as large as usual. Nearly two-third of the amount of oil exported was manufactured in what was formerly the kingdom of Naples, thence imported into Nice, and after undergoing the refining process again exported. The remaining exports from Nice are mostly of articles sent to ports along the coasts, and quite unimportant.

The olive oil manufactured at Nice is of a very superior quality, and ranks at the head of olive oils in all the markets of commerce. The olive is largely cultivated upon the coast of the Mediterranean for over twenty miles in each direction from Nice; but oils of the first quality are obtained only from the olives grown in the more immediate vicinity of the city. The oil is pressed from the olives during the winter and spring months in small and roughly constructed mills scattered upon the small streams. In this crude state it is brought to Nice in skin sacks, where, after undergoing the refining process, it is fit for exportation.

There are some thirty varieties of the olive, but of these only five are cultivated in the environs of Nice. The olive tree is ordinarily from seven to twelve inches in diameter, though instances occur in which it attains to a very large size and a very great age. There is one in the vicinity of Nice called the 'patriarch,' of which the circumference is twenty-three feet, and which is probably more than eight centuries old. The perfumery exported from Nice is of a superior quality. The 'violette de parme,' the jasmine, the rose, the jonquille, the tubereuse, the lavender, the geranium, and the orange, for its blossoms, are largely cultivated for purposes of perfumery, and at certain seasons of the year, and in certain localities, the atmosphere is literally redolent with their perfumes. There are fields of 'violette' which produce a revenue of more than a thousand pounds sterling per annum.

Nice is divided into the old and new town, the former dating from the days of the Roman power, the latter of more modern growth. In the former the houses are high and the streets so narrow that through many of them a wheeled vehicle cannot pass. In the latter the streets are wide and the houses spacious and well built. The greater number of the inhabitants of the city subsist, directly or indirectly, upon the money spent by visitors, amounting to about ten millions of francs annually. The number of visitors who remain what is called the season, that is, from October to April, or May, averages 2,000, while the average for the three winter months is 8,000. About two-thirds of all the visitors come from the United Kingdom.

#### *Bankers at Nice.*

Avigdore et Cie., drawing upon Scott and Co., Cavendish Square, London.—Carlone et Cie., drawing upon Scott & Co.—Colo et fils.—Gastaud.—Lacroix et Cie., drawing upon Scott & Co., London.

#### *Hotels at Nice.*

D'Angleterre.—Des Etrangers.—De France.—De l'Europe.—De la Grande-Bretagne.—Du Nord.—Paradis.—Des Princes.—Victoria.—De l'Univers.

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**Toulon.**

*Toulon*, fifth sea-port town of France, on the Mediterranean, and the second naval port in the empire, department Var, at the bottom of one of the finest harbours of the Mediterranean, 32 miles ESE. Marseilles, and 190 miles SSE. Lyons, on the railway from Marseilles to Nice. Population, 84,987. The town, which is of an oval shape, the longer side facing the sea, rises gracefully towards the N., extending her ramparts to the foot of a chain of high mountains, stretching from the east to the west. The position of Toulon would be picturesque and beautiful, were there the least verdure; but the rocks and mountains are arid, bare, and totally destitute of trees or verdure of any kind. The town is strongly fortified, being surrounded by a double rampart, and a large and deep ditch, defended to the east, west, and north by hills covered with redoubts.

Toulon is divided into the old and new town; both are tolerably well built, but the streets of the former are narrow and crowded, and all the squares, except one, are small and irregular. The new quarter, in which are most of the naval establishments, is much superior in point of appearance. The principal street, the Rue de Lafayette, which intersects the town in its whole extent, and is partially planted with trees, is the seat of the principal market, and is a scene of great bustle and activity. The suburbs are not only increasing, but from the rapid augmentation of the population, and importance of the place of late years, it has been found necessary to add additional stories to the older houses. Since 1830, two new quarters have sprung up without the walls; one on the road north-eastward to Valette, and the other on the road westward to Ollioulles. The latter is dirty and even dangerous. It goes by the name of Navarin, and is chiefly occupied by the Genoese labourers, who occupy the same place here as the Irish labourers in most English towns.

Toulon is the Brest of the Mediterranean, and may be looked upon as the Plymouth of France; though since the construction of the breakwater in Plymouth Sound, the latter is superior as a roadstead to the inner road of Toulon. Both the old and new harbours are artificial. The latter, formed by hollow and bomb-proof jetties, running off from the E. and W. sides of the town, is sufficiently extensive to accommodate thirty or forty sail of the line, as many frigates, and an equal proportion of small craft. The entrance is shut by a boom, and it is never ruffled by any wind to occasion damage. The outer sides of the jetties present two large batteries, even with the water's edge. The entrance to the inner road, on which the harbour opens, is between the Grosse Tour on the one side and Fort Aiguillette on the other, about 620 fathoms apart. The road is a good deal encumbered with banks, and the anchoring-ground is, in part, foul

and rocky ; but in other places this is not the case. The outer, or great roadstead, to the east of the latter, bounded on the south by the narrow peninsula, terminating in Cape Cepêt, has deeper water and better anchorage than the inner, but it is open to east winds, which sometimes throw in a heavy sea. The lazaretto stands on a secure cove, La Veche, on the south side of the outer road, with from 4 to 8 fathoms water.

The arsenal of Toulon is one of the finest in Europe. It occupies a surface of 354,140 square mètres, or 87 acres, and has dry docks, and every accommodation for the construction, repair, and outfit of ships. In general, from 3,000 to 4,000 workmen are employed by the government within its walls : but in some years, when unusual activity prevails in all the French ports, there are between 5,000 and 6,000 labourers employed, exclusive of several thousand criminals. The rope-house, constructed by Vauban, is 1,120 feet in length, and 64 in breadth. The docks, slips, sheds, mast-house, sail factory, and magazines, are on a grand scale, though, as a ship-building port, Toulon has hitherto been inferior to L'Orient and Rochefort. A new arsenal, an appendage to the old, has been recently constructed. The naval graving docks of this arsenal are remarkable for their extent, and the great natural difficulties which attended their construction, all of which were overcome in a very masterly manner by the engineer and his assistants. The soil upon which these docks are built is of a soft alluvial nature, and there being no rise of tide, it was necessary to fix the floors of the docks at the full depth required to float the largest vessels of war : the soil, moreover, was so porous, that a single coffer-dam in the sea in front of where the docks were to be constructed would not have sufficed to have kept the works dry whilst they were proceeding ; it therefore became necessary to enclose the whole space with a double row of piles, filling in the space between them with concrete, as fast as the earth was dredged out, this concrete subsequently serving the additional purpose of forming an important part of the side walls of the intended docks. The great mass of earth from within the centre space, enclosed by the double rows of piles, was then removed by excavating down to the proper depth, and the bottom of the dock was founded upon a bed of masonry and concrete, upon piles ; the whole of the bottom and sides being then faced with masonry throughout. Thus three substantial and effective graving docks for the largest vessels of war were completed in a novel and successful manner. The dimensions of all three docks are 102½ mètres, 121 mètres, and 166½ mètres in length, with a general width of 22 mètres, and a depth of water on the cill of 9½ mètres. The dépôt of oak timber at Toulon is the largest in France. The bagné, or prison, instituted in 1682, is, from want of room on shore, established on board some hulks.

The mercantile harbour of Toulon is shut off from the harbour for men-of-war by a line of dismasted vessels, and is known as the 'Darse vieille.' It has a fine quay for loading and unloading vessels. There entered the port, in 1864, exclusive of coasters, 181 vessels, of an aggregate burthen of 24,386 tons, and there cleared 153 vessels, of 28,518 tons burthen. Of coasters, there entered a tonnage of 34,023, and there cleared 17,774 tons. The imports consist chiefly of corn, flour, salt provisions and timber, for the use of the naval establishments; and the exports of oil, capers, figs, raisins, almonds, oranges, and other fruits, with cloth, hosiery and soap, manufactured in the town. The trade of the port was formerly inconsiderable, but it increased after the conquest of Algiers, and will probably continue to increase.

The port of Toulon was visited during 1864 by 9 British vessels, collectively of about 2,000 tons burthen; and by 12 ships of other nations, together of 3,000 tons burthen. The British vessels took supplies of timber, hemp, chain cables, and anchors, and cement to the arsenal; and one ship had a telegraphic cable on board for service in the Mediterranean. Two of these vessels took in stores for the French service in China and Cochin-China; the remainder left in ballast. Of the other foreign ships 9 were laden with about 2,000 tons of British coal, partly for the use of the Imperial navy and the rest for private companies. The arsenal at Toulon is now principally supplied with French coals from the mines in the neighbourhood of Nîmes and Cette.

#### *Bankers at Toulon.*

Crabol et Cie.—Laugier et Cie.—Paban, frères et Cie.—Pélissier, frères.—Rouguerol.—Trabaud, frères, drawing upon Scott & Co., Cavendish Square, London.

#### *Hotels at Toulon.*

Croix de Malte.—Croix d'Or.—Europe.—France.—Franklin.—Nord.

### CHAPTER III.

#### Principal Manufacturing Towns.

##### **Amiens.**

AMIENS, ancient and flourishing city, in the department Somme, on the River Somme, 72 miles N. Paris, on the Northern Railway

Population, 58,780. Amiens is well built; its streets for the most part are straight and clean, and it has some fine squares and promenades. The old Gothic cathedral, in excellent preservation, is one of the finest in Europe. It is 366 ft. in length and 132 ft. in height. Among the other public buildings may be specified, the Royal College, theatre, Hôtel de Ville, corn-market, courts of justice, barracks, seminary of St. Acheul, and château d'Eu. The manufactures carried on at Amiens are very considerable. They consist principally of kerseymeres, cassimeres, merinoes, and serges, made partly of home, and partly of German and Spanish wool. The linen trade is also considerable; but it is now surpassed by that of cotton. There are annually produced about 60,000 pieces of cotton velvet, the aggregate value of which is estimated at about 8,000,000 fr.; and about 400 looms are occupied in the production of velvets, 'dites d'Utrecht.' There are also several mills for the spinning of cotton and flax; with dye and bleach-works; manufactures of machinery, beet-root sugar, and chemical products; tanneries, soap-works, and paper-mills. The patés de Canard made here are highly esteemed. Flat-bottomed vessels, drawing from 40 to 50 tons, come up the river to the town, which is the centre of a very considerable trade, as well in its own productions as in those of the surrounding country.

#### *Bankers at Amiens.*

Branch of Banque de France.—Barbier-Lequien, fils et Cie.—Duvette et Cie.—Dufétel, Grimaux et Cie.—Le Bouffy et Cie.—Lefevre, frères—Poulain et Charoy-Degové.

#### *Hotels at Amiens.*

Berceau d'Or.—Commerce.—Croix Blanche.—France.—Londres et du Nord.—Midi.—Paris.—Pomme de Pin.—Rhin.—Rocher de Cancale.—Rouen.—Univers.

### **Angers.**

*Angers*, very ancient city, the *Juliomagus* of Cæsar, in the department Maine-et-Loire, on the River Mayenne, which divides it into two portions, near its confluence with the Loire and the Sarthe. Population, 51,797. The town is 131 miles SW. Paris, on the railway from Tours to Nantes. It is surrounded by massive walls, built in 1214 by John, King of England. Speaking generally, Angers is ill-built and mean-looking; the houses are partly of wood and partly of slate, and the streets narrow and crooked. The principal

objects of attraction are the cathedral and castle. The first begun in 1225, and of large dimensions, has its front ornamented by two symmetrical spires, each 225 ft. high. It contains the monument of Margaret of Anjou, daughter of René, King of Sicily, and wife of Henry VI. of England. The old castle, the former residence of the Dukes of Anjou, stands on a rock, having the river at its foot: its plan is that of a vast parallelogram, surrounded by high massive walls, defended by deep fosses cut out of the rock, and by eighteen towers; but these, with one exception, have now been reduced to the height of the walls. The castle serves at present as a prison for the city, and a powder magazine: on the side next the river it is becoming ruinous. Angers has a school of arts and trades, being, with the exception of that at Chalons-sur-Marne, and the great central institution at Paris, the only school of the kind in France. Each department is entitled to send three pupils to this school—the instruction of one to be entirely gratuitous, the others paying one a fourth part and one a half of the ordinary pupils. It has also a school of design; an agricultural society; a public library, containing 35,000 volumes; a museum with about 600 pictures, many of them good; a botanical garden; a cabinet of natural history, and a theatre. There is an imperial manufacture of sail-cloth, a cotton mill, with manufactures of linen, serges, handkerchiefs, and hosiery; a sugar refinery, a wax refinery, and tanneries. The slate quarries in the vicinity of Angers, greatly drawn upon by the builders of the town, and which also supply large quantities of roofing slates to other departments, are immense excavations.

*Bankers at Angers.*

Baron-Fillion.—Bigot, Bougère et Cie.—Blouin et Cie.—Desveaux et Cie.—Lechalas et Cie.—Lemotheux et Beauissier.—Richou et Raguis.

*Hotels at Angers.*

Anjou.—Chevalier Blanc.—Europe.—Faisan.—Londres.—Notre Dame.—Univers.

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**Angoulême.**

*Angoulême*, one of the centres of the trade in brandies and spirits, department Charente, on a plateau elevated 221 feet above the River Charente, 66 miles NE. Bordeaux, on the railway from Paris to Bordeaux. Population, 24,961. The old town, which occupies the summit of the plateau, has narrow, crooked streets, and is somewhat dull: in its centre stands the old castle in ruins. The walls, with



which the city was formerly surrounded, have been demolished, and the ramparts converted into public walks. The new town, built on a declivity to the south of the old town, has straight streets, good houses, and is rapidly increasing. There are also several suburbs, of which Houmeau is the most important. Its port, accessible for vessels of small burthen, is the entrepôt of the commerce of Angoulême. The Place d'Artois is a fine promenade, and, from its elevated position, commands a view of the valley of the Anguienne and the surrounding country. Angoulême is celebrated for the extensive paper manufactures in its vicinity; it has also manufactures of serges and coarse stuffs, and of earthenware, with extensive distilleries, which produce annually about 100,000 hectolitres of brandy; tanneries, a cannon foundry, a manufacture of arms, a sugar refinery. The 'pâtés de perdrix aux truffes d'Angoulême' are sent to all parts of Europe.

#### *Bankers at Angoulême.*

Branch of Banque de France.—Broquisse, fils et Cie.—Bujeaud, or Comptoir d'Escompte.—Colin et Cie., or Caisse d'Escompte.—Courtaud, with branch at Cognac.—Dulary, Bellamy et Cie.—Juzaud, Roux et Cie.—Prunet et Cie., with branch at Cognac.

#### *Hotels at Angoulême.*

Cheval Blanc. — France. — Messageries Générales. — Palais. — Parc.—Périgord.—Grand Hôtel des Postes.

### **Besançon.**

*Besançon*, strongly fortified town, in the department Doubs, on the River Doubs, by which it is intersected, 47 miles E. Dijon, and on the railway from Mulhouse to Lyons. Population, 46,786. The town is considered one of the bulwarks of France on the side of Switzerland. The fortifications were improved by Vauban; but they have been since much extended and strengthened. Exclusive of the fortifications round the city, it has an extremely strong citadel, on an almost inaccessible rock, and outworks on some of the adjoining heights. The town is generally well built, but its streets are narrow and gloomy. The part called the city is almost surrounded by the Doubs; the communication with the suburb on the opposite bank, called Arènes, being kept up by a bridge.

Watch-making, introduced from Switzerland at the beginning

of the present century, is the most important branch of industry carried on here. It employs about 4,500 hands, who annually furnish some 300,000 watches. According to official returns, there were 91,595 gold, and 200,418 silver watches manufactured at Besançon in the year 1865. About 500 work-people are employed in the carpet manufacture, and there are besides manufactures of jewellery, hosiery, hats, hardware, including coach and carriage springs, and gloves. Its breweries and tanneries are on an extensive scale; the ale of Besançon is noted all over France. Among other articles, Besançon annually furnishes about 600,000 bottles of Seltzer water: it is also the seat of a considerable and growing commerce.

*Bankers at Besançon.*

Branch of Banque de France.—Brétillet et Cie.—Gérard et Cie.—Jacquard et Cie.—Just Detrey, Mairot et Cie.—Vail-Picard et Cie.

*Hotels at Besançon.*

Europe.—Grand Hôtel du Nord.—Grand Hôtel de Paris.—Saint Paul.

**Carcassonne.**

*Carcassonne*, old manufacturing town, in the department Aude, on the River Aude, by which it is intersected; 34 miles W. Narbonne, on the railway from Toulouse to Narbonne. Population, 20,015. Carcassonne consists of two parts—the city, situated on a hill on the right bank of the river, and the new town, on a plain on its left bank, the communication between them being maintained by a bridge of ten arches. The city, which is very ancient, is surrounded by double walls, and has an old castle. The new town is well built; it has broad streets intersecting each other at right angles, a square shaded by magnificent plane trees, and numerous fountains.

Carcassonne has long been famous for its manufacture of fine woollen cloth, established by Colbert: this, however, has much fallen off, though, exclusive of minor articles, it still furnishes annually some 30,000 pieces of cloth, of which about 24,000 are sold in France, and 6,000 in the Levant. There are also manufactures of stockings, linens, and soap; with paper-works, distilleries, tanneries, and nail-works. The commerce of Carcassonne, which is very considerable, is greatly facilitated by the railway, as well as by the Canal du Midi, a branch of which comes to the town, and serves as a port.

*Bankers at Carcassonne.*

Branch of Banque de France.—Aynard.—Bésaucelle et Cie.—Castel.—Lagarrigue, aîné.

*Hotels at Carcassonne.*

Bernard.—Commerce.—Notre Dame.—Rouan.—St. Pierre.

**Elbeuf.**

*Elbeuf*, one of the seats of the woollen manufacture in France, in the department Seine-Inférieure, on the Seine, a tributary of which intersects it, 11 miles S. by W. Rouen, on the railway from Rouen to Paris. Population, 20,692. The town is generally ill-built, but possesses a tolerably good square, and some handsome buildings. It has no public edifices worthy of notice except two churches, one of which has some stained glass, presented by the cloth manufacturers of the town in 1466, exhibiting a curious emblematical device indicative of their profession. Elbeuf has been long celebrated for its woollen manufactures, and is at the present moment one of the principal seats of that branch of industry in France. In 1787, Elbeuf produced about 18,000 pieces of cloth yearly: in 1814 the quantity had increased to from 20,000 to 25,000 pieces: and at present the produce is estimated at about 100,000 pieces, valued at 75,000,000 francs, or 3,000,000*l.* It is stated that about 20,000 men, women, and children are employed in the different departments of the business; but of these many belong to the surrounding districts, and return from town at night to their lodgings in the country. 'The working classes of Elbeuf,' says an official report, by the maire of the town, 'enjoy, in general, easy circumstances; they have always lived happily, for two very powerful reasons: the first, because the manufacturers are constantly in their workshops, work themselves with their workmen, know their wants, and identify themselves with all that happens to them for good or evil; the second, because the price of weaving varies but little, the proportion between times of prosperity and times of distress being 20 per cent. at most on the amount of wages, and that only in certain branches of the trade.'

*Bankers at Elbeuf.*

Bouchetet fils.—Houillier.—Leblond-Barette et fils.—Prieur et Cie.

*Hotels at Elbeuf.*

Bras d'Or.—Europe.—Grand Cerf.—Univers.

### Epernay.

*Epernay*, one of the centres of the district of Champagne wines, the production of which here is a strict manufacturing process, in the department Marne, on the River Marne, 20 miles WNW. Chalons, on the railway from Paris to Chalons. Population, 10,621. The town was formerly a place of some strength, but its walls are now fallen into a state of decay. Though irregular, it is neat and well built. Epernay is noted for being the principal entrepôt for the wines of Champagne, the best of which are produced in its immediate vicinity. Its celebrated wine vaults are excavated in the chalk rock on which the town is built. They are admirably fitted for the stowage and improvement of the wine, are of vast extent, and as solid as if they were supported by arches. The best red wines of Epernay may be drunk in their second year from the vintage, in wood; they must then be bottled, and will keep in that state six or seven years more. The white mousseux, or gray, or rose-coloured, reach perfection in the third year after bottling. They preserve their quality, and gain in delicacy for ten, fifteen or twenty years. Some are found good at thirty or forty years from the vintage. The 'tisans,' and in general those still white wines 'non-mousseux' which complete their fermentation in the wood, are sent away, if required, a month after they have been bottled, and the 'mousseux' after their 'degagement,' and cessation of breakage.

The bottling of the Champagne wines is a very important process, and one requiring great skill. The bottles used must be new, and be thoroughly rinsed with water and shot, or with a chain. The labour of bottling requires five workmen to complete what is called one atelier. In the cask is inserted a brass cock, the orifice covered with gauze, to prevent any foreign substance passing with the wine. The bottles are only filled so as to leave eighteen lines, or two inches, between the wine and the cork, a space nearly filled full when the fermentation is developed, and quite full in the bottles that burst. The workman who fills the bottles, passes them to the head man, who is seated on a stool, having before him a little square table, about the height of his knees, covered with sheet lead, on which he places the bottle, inspects the empty space in the neck, regulates it, chooses a cork, wets it, introduces it, and strikes it two or three times with a wooden mallet, so hard, that a stranger might suppose it would be broken, which is rarely the case with an experienced workman. He then passes the bottle to the right to another workman, who secures the cork with packthread, and then hands it to a fourth workman who wires it. The fifth workman is generally a youth, who receives the bottles and ranges them on their bottoms, in the form of a parallelogram, so that they can be counted at a

glance. Eight pieces, or casks of 180 litres each, or from 1,600 to 1,700 bottles, is the task of an atelier, such as here described. The bottles thus filled and corked, are carried in osier cases, into vaults, excavated in the chalk rock, and then placed 'en tas,' or in piles along the sides of the vaults, where slopes covered with cement are ready to receive them, having gutters to take off the wine of the bottles that have flown, and reservoirs to receive it. Laths are placed under the bottles, parallel with the walls, but so that the necks of the bottles may be seen. Some of the piles contain ranges of bottles, five or six feet in height. The operation of so placing them, is styled 'mettre en tas,' or 'entreiller.' Any bottle may be taken from the pile, that has its neck to the wall, in order to see if the wine is 'mousseux,' for if not, it must be rendered so at any cost. A deposition observed in these wines, from its ramifications on the glass of the bottle, has obtained the appellation of the 'griffe,' or claw. The expansion of the carbonic acid gas from the wine, filling the space left in the neck of the bottle up to the cork, is the general precursor of a breakage. This mostly happens in July and August, and runs from 4 to 10 per cent. In some cases it has been known to reach 30 or 40 per cent.

The district of Epernay contains only 329 hectares, or about 750 acres, under vine; but the quantity of wine annually bottled at Epernay, and stowed away in its rock vaults, amounts to between 5,000,000 and 5,500,000 bottles. About one-sixth of this quantity is grown in the Epernay district, while the rest is purchased in various parts of the Champagne country, the average price paid by the wine merchants being three and a-half francs, or nearly three shillings per bottle. The value of some of the vineyards near Epernay is very great, the best spots being not unfrequently sold at the rate of 100,000 francs per hectare, or 1,600*l.* an acre. There was formerly an immense subdivision in vineyard property, but in recent years the tendency has been for accumulation in fewer hands. (For list of principal wine merchants, see *Rheims*.)

#### *Bankers at Epernay.*

Deuillin.—Gobain.—Malinet et Cie.—Petit-Volland et Pissard-Thiercelin.

#### *Hotels at Epernay.*

Europe.—Montmirail.—Sirène.

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### **Etienne.**

*St. Etienne*, celebrated manufacturing town, chief seat of the arms trade, and centre of the manufacture of silk ribbons, department

Loire, on the torrent of the Furens, an affluent of the Loire, 20 miles SE. Montbrison, and 31 miles SW. Lyons, on the railway from Lyons to Le Puy. Population, 92,250. The population of St. Etienne has more than doubled in the course of 30 years, having amounted to but 41,534 in 1831. The town is, on the whole, well built, streets wide and straight, houses good, though blackened with the smoke of its numerous coal fires. The railroad,  $36\frac{1}{4}$  miles in length, from Lyons to St. Etienne, was the first railway constructed in France—see p. 114—and it was followed by another, 54 miles in length, from St. Etienne to Andrezieux and Roanne. The manufactures carried on in the place include textile fabrics, chiefly silks, hardware, cutlery, nails, files, and other tools, and numerous kinds of steel articles. But the most important of all the manufactures of Etienne is the great government establishment, called 'Manufacture Imperiale d'Armes.' It covers 12 hectares, or about 30 acres of ground, a large portion of which is filled by buildings and workshops. Some of the latter are of immense extent, and filled with most elaborate machinery, set to work by steam. The establishment is able to turn out, when all its resources are brought into play, 100,000 rifles per annum. A branch of the railway from Etienne to Lyons runs right into the manufactory, which is bordered by the high road, or route impériale, on the one side, and the torrent of the Furens on the other.

The arms manufacture of St. Etienne is of very ancient date, being coeval with the invention of fire-arms in Europe. The earliest 'banc d'épreuves' at St. Etienne was established as far back as the reign of Francis I. Cannon, or as they were then termed, 'bombards,' were the most ancient fire-arms manufactured at the place. They were made of iron bars, hooped together with iron rings. The French used some at the siege of Puy-Guillaume in 1328, the English at Crécy in 1346, the first authentic instance of their use in the field. Portable or hand fire-arms did not appear till the fifteenth century. The earliest were the hand-cannon and hand-guns, both with straight stocks and ignited by hand matches. Next came the arquebuse and musquet, both on the matchlock principle, or 'serpentin,' a contrivance suggested by the trigger of the crossbow, to convey with instantaneous action the burning match to the pan. The flint lock, the capital improvement in fire-arms, originated in France about 1635, and has descended with little alteration to our own times. The manufacture of arms at St. Etienne has been greatly increasing in recent years. In 1864, the 'Manufacture Impériale d'Armes,' turned out nearly a quarter of a million of rifles, muskets, horse pistols, &c., while the private manufacturers of the place produced about 300,000 pieces. The number of workmen engaged in the arms trade varies from 4,000 to 6,000.

More important still than the manufacture of arms at St. Etienne,

is that of silk ribbons. In 1864, the value of the goods manufactured here amounted to 85,000,000 francs, or 3,400,000*l.*, to produce which 560,000 kilogrammes of silk were used. The number of looms in 1864 was about 25,000, and that of workmen 40,000. The silk ribbon manufacturers have of late years removed from the town of St. Etienne into the adjacent country, where their fabrics are uninjured by the smoky atmosphere, and the weavers live cheaper and better, by avoiding the 'octrois,' or town duties. Nearly one-half the inhabitants are connected with the ribbon or silk haberdashery trade. The silk consumed in the ribbon manufacture is principally of the superior qualities. More than three-fourths of the produce are exported. The price of labour at St. Etienne is in general less than at Lyons, and said to be about equal to three-fourths of that at Coventry; but it is very difficult to institute any comparison between wages, except by comparing the cost of the work performed in each case. The wages of the ribbon weaver vary from 1*s.* to 3*s.* 8*d.* a day; but the average may be about 1*s.* 8*d.* This average is less than that earned in most of the other trades at St. Etienne, the reason assigned being that the ribbon weavers, not residing in the town itself, mostly divide their time between the manufacture and agriculture. The proprietors of 18,000 single hand-looms in the mountainous districts round St. Etienne and St. Chamond are, in reality, little farmers. Few cottages are without one or more looms, at which the inmates work when not employed in the business of the small farm. Entirely different from this class are the 'passementiers,' or small master weavers, who possess from two to five, and sometimes ten or twelve looms each, and devote themselves wholly to the manufacture. There is at St. Etienne an establishment called 'Condition,' in which silks are submitted to a temperature of from 72° to 77° Fahr., to test their quality, and bring them into a certain state of dryness. It is calculated that four-fifths of the total quantity of silk ribbons at present produced in France are manufactured at St. Etienne.

The flourishing state of the manufactures at St. Etienne is chiefly due to the vast coalfields of the district—(for list of coalfields in France, see pp. 40–41)—as well as to its situation on the torrent of the Furens, which supplies great water power, and supplied still more before the introduction of steam. The coal mines of St. Etienne furnish about 2,000,000 of tons of coal per annum, and employ 5,000 hands. There are numerous varieties in the coal raised in the district, but the greater part of it is of a superior quality. Besides coal, ironstone and lead are found in large quantities.

#### *Bankers at St. Etienne.*

Balay, frères et Cie.—Béraud, Chavaillard et Cie, or Caisse de la

Loire.—Bréchnac et Bronac.—Faure et Cie.—Girerd-Nicolas et Cie.—Raverot et Tranchard.

*Hotels at St. Etienne.*

Hotel du Nord.—Des Arts.—Europe.—France.—De la Poste.

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**Lille.**

*Lille*, strongly fortified city and manufacturing town, in the department du Nord, on the canal connecting the Scarpe and Lys, in a spacious plain 9 miles from the Belgian frontier, and 124 miles NNE. Paris, on the Northern Railway. Population, 131,827. Lille is surrounded by a line of walls and bastions; beyond which, on its NW. side is the citadel, a regular pentagon, with a double ditch and extensive outworks, containing excellent barracks, officers' quarters, and magazines. The city was formerly entered by seven gates, the most southerly of which, the 'Porte de Paris,' a handsome Doric arch, built in 1682, to commemorate the military exploits of Louis XIV., was pulled down in 1864, to extend the city towards the south. Few towns in the north of France are so well laid out as this, though some parts, principally inhabited by the manufacturing population, are of very poor aspect. There are nearly 300 streets, the principal of which are straight and wide; and 32 squares and market places, the largest, the 'Grande Place,' being 170 yards in length by nearly 80 in breadth. The houses are mostly modern, and in a solid, plain style, built chiefly of brick, but in part of stone from the neighbouring quarries. Few have more than two or three stories. Of late years, many have been built with areas in front, and foot pavements are becoming general in the principal thoroughfares.

The canal on which Lille is built has several branches navigable for small trading vessels, which come up to the city. In its progress by and through Lille, different parts of this canal are called the upper, middle, and lower Doule; along the middle Doule, or portion between the town and the citadel, is a fine esplanade, the favourite resort of the upper classes. The middle Doule is here crossed by a handsome bridge, the 'Pont Napoléon,' but the other bridges are in nowise remarkable. Lille has several suburbs, some beyond the walls, and others, within the last few years, included in the fortifications. They are chiefly inhabited by the manufacturing population.

Lille is one of the principal seats of the French cotton manufacture. Calicoes, cotton, handkerchiefs, 'indiennes,' stockings, and cotton yarn are the goods principally produced. The manufacture of table linen, linen thread, and lace, is also considerable; and fine woollen



cloths, velvets, serges, hats, leather, paper, beet-root sugar, Geneva, soap, and mineral acids are made, some to a greater, and some to a less extent. The government has here a tobacco manufactory and a saltpetre refinery, and the neighbourhood is studded with bleaching grounds and oil mills; and it is in the centre of some very extensive beet-root plantations. From 7,000 to 8,000 persons are engaged in the cotton manufacture, and the annual produce of goods is valued at 25,000,000 francs, or a million sterling. The linen manufacture occupies about 6,000 workmen and workwomen, who produce goods of the value of 30,000,000 francs, or 1,200,000*l.* per annum. But the production of lace, formerly one of the most flourishing branches of the trade, is gradually declining, and is threatening to become altogether extinct before many years are gone. The manufacture of tobacco, on the other hand, is greatly on the increase; above 1,000 persons are engaged in it, producing annually 6 millions of kilogrammes of tobacco. The manufacture of beet-root sugar is likewise on the increase within the district; it is carried on in 72 factories, each employing, on the average, about 30 hands. Steam power is extensively used in the different manufactures. The condition of the work-people employed in the factories appears to be, from official reports, exceedingly bad, and worse than in any other town of France. It is stated that 4 out of every 13 persons are in a state of absolute indigence. Between 3,000 and 4,000 cotton weavers and twisters live in small, damp, ill-ventilated, underground cellars, crowded to excess, and in the most deplorable state of poverty. The wages at Lille are very low. It is estimated that a workman's family, consisting of a father, wife, and child of from 10 to 12 years of age, who are all employed, might make, at an average, about 915 francs, or 38*l.* a year; of which the rent would absorb from 40 to 80 francs, and food nearly 640 francs, leaving less than 120 francs, or 5*l.* for the expenses of furniture, clothing, washing, fire, candle, and tools, so that any slight indulgence, want of employment, or illness, could not fail to plunge the family into the utmost want. The Lille workmen, unlike those of Lyons, are not prone to engage in insurrections, and no French manufacturing town has in proportion so many mutual benefit societies. These, however, are so badly organised and conducted, as to be next to useless; their meetings are mostly held in a beer shop, and at the end of the year all the money in the chest above a small amount is divided among the contributors, to be spent on the spot, and the new year commences with the formation of a new fund, the ultimate destination of which is the same. Drinking is, in fact, the prevailing vice and sole amusement of the workmen of Lille, most of whom are of Flemish origin. Though chiefly prevalent among the cotton weavers, it is not a consequence of the introduction of the cotton manufacture, for long

previously to that epoch many of the work-people were accustomed to work only three days in the seven, and to spend the other four in pot-houses. In recent years there has been a considerable improvement visible, affecting chiefly the younger generation.

*Bankers at Lille.*

Branch of Banque de France.—Comptoir d'Escompte de Lille.—Destombe-Derobe et Cie.—Joire.—Perot et Cie., with branches at Roubaix and Tourcoing.—Rouzé-Mathon.—Verley, Decroix et Cie., or Caisse Commerciale.

*Hotels at Lille.*

Bruxelles.—Chemin de Fer du Nord.—Commerce.—Europe.—Flandres.—France.—Nord.—Nouveau Monde.—Paris.

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**Louviers.**

*Louviers*, one of the old seats of the woollen manufacture of France, in the department Eure, on the River Eure, and on the road from Rouen to Evreux, 12½ miles N. the latter, and 16 miles SSE. the former city. Population, 10,841. Louviers consists of an old and new town; the former is built chiefly of wood; the latter, which is the residence of the principal manufacturers, has a broad and elegant main street, and many well-built brick and stone houses. The Eure, which is navigable from the Seine as far as Louviers, is here crossed by several good bridges. The town has been for centuries famous for its industry, and long ranked as one of the first seats of the woollen manufacture of France. Fine broad cloths and woollen yarn are its chief products; but, of late years, other fine woollen goods have been introduced. Cotton yarn, linen thread, and soap are made, and there are many dyeing establishments, and bleaching grounds, tanneries, sugar refineries, and factories for looms and other machinery. The woollen manufacture employs about 7,000 hands, and the annual value of the goods produced is estimated at 12,500,000 francs, or about half a million sterling. The work-people of Louviers, according to official reports, are in much the same condition as at Elbeuf; perhaps their wages are a little lower, but at any rate they are in a tolerably prosperous state, and of good general habits. On the average, spinners earn from 1 fr. 69 c. to 3 fr. 58 c. a day; women, as winders, from 1 fr. 55 c. to 1 fr. 94 c.; and children, as 'rattacheurs,' or 'drousseuses,' from 50 to 80 centimes. A family of three persons, one of each of the above classes, may gain

together 1,600 francs a year, or 64*l.*, which sum is mostly sufficient to maintain them in a state of comfort.

*Bankers at Louviers.*

Caron et Cie.—Denis.—Hirel et fils.—Langlois-Bucaille.—Tainard.

*Hotels at Louviers.*

Groix.—Croix d'Or.—Grand Cerf.—Lion d'Or.—Paris.—Soleil d'Or.

**Metz.**

*Metz*, strongly fortified city and manufacturing town, in the department Moselle, at the junction of the River Moselle and a small stream, the Seille, 80 miles WNW. Strasbourg, and 180 miles ENE. Paris, on the railway from Luxembourg to Strasbourg. Population, 56,883. Metz is a fine old city, but, like most fortified places, the streets are narrow and the houses lofty. Near the river it is more open, the quays are broad, and the bridges magnificent. The river is clear and rapid, and swells to an expanded stream, where not confined by the embankments, as it is within the fortifications. Metz was fortified by Marshals Vauban and Belleisle; it has several strong outworks, and a citadel on the Moselle, but the latter was partly dismantled during the Revolution, and its esplanade has been laid out in public walks, which command a fine view of the valley of the Moselle and its bounding hills. The city has nine gates and draw-bridges, but only six are in use.

The manufactures of Metz comprise woollen goods of various kinds, hosiery, cotton goods, table linen, printed paper, musical instruments, starch, and gunpowder; there are, besides, several extensive tanneries. Much trade originates here from the produce of the vineyards, some portion of which is converted into wine, but more into brandy and vinegar. Metz is also celebrated for the preparation of various kinds of confectionery. The town is encircled by hills, covered from the bottom to the top with fruit gardens and vineyards. The vineyards are mostly in small divisions, and principally cultivated by peasant proprietors, who are extremely poor, and almost all involved in debt to the capitalists of the city, who take from them their wine, brandy, and vinegar as soon as it is made. Besides the manufactures above enumerated, Metz has a cannon foundry and a saltpetre refinery, and produces leather, cotton yarn, military and other hats, muslins, beet-root sugar, chicory, nails, and other articles of hardware, cutlery, buttons, and glue.

*Bankers at Metz.*

Branch of Banque de France.—Bompard et Cie.—Chedeux.—Goudchaux.—Mayer et fils.—Moralis et Cie.—Worms et Cie.

*Hotels at Metz.*

Commerce et Londres.—Europe.—France.—I.ejeune.—Nord.—Paris.—Pélican d'Or.—Petite Croix.—Ville de Lyon.

**Mulhouse.**

*Mulhouse*, one of the chief seats of the cotton manufacture of France, in the department Haut-Rhin, on the River Ill, 22 miles S. Colmar, and 16 miles NW. Basle, on the railway from Strasbourg to Basle. Population, 45,887. Mulhouse is divided into the old and the new town. The former, entirely surrounded by the Ill, is irregularly laid out, but has tolerably broad, well-paved, and clean streets, and some good houses. The new town, which extends, on the SE., as far as the canal uniting the Rhine and Rhone, is laid out very regularly, and has numerous handsome residences, with the hall of the Society of Industry, the exchange, and the chamber of commerce. It has also a capacious dock on the canal.

Until about the middle of the last century, Mulhouse had only manufactures of woollen cloths, but in 1745 cotton printing was introduced, and it is now one of the principal seats of the cotton manufacture in France. The cotton prints and muslins of Mulhouse and its neighbourhood are second only, as respects the perfection and variety of their patterns, to the silk goods of Lyons. The manufacturers have, in many instances, branch establishments in other parts of Haute-Rhin and in the neighbouring departments; but it is stated that many of their mills and factories are mortgaged to the inhabitants of Basel, and it is certain that Switzerland furnishes considerable capital to the manufacturers of Alsace. The work-people were formerly badly clothed, dirty, and lodged generally in cellars or other comfortless dwellings; but of late great efforts have been made to improve the lodgings by the erection of 'cités ouvrières,' or workmen-towns, which have proved so successful that they have been imitated in many other French towns, notably at Paris, and held up as models by the government. The first association for the erection of 'cités ouvrières' was formed at Mulhouse, in 1853, with a capital of 300,000 francs, in 60 shares of 5,000 francs, or 200*l.* each. The State contributed 300,000 francs, which have been laid out in streets, side-ways, sewers, fountains, plantations, baths, washhouses, and bakeries.

With these resources the association has built 700 houses, containing at the present day a population of 5,000. The houses are of various sorts. Some have one story, and some only a ground floor; but the architect has turned to the best possible account the space at his disposal with a view to health, decency, and comfort. Each house, with its garden, covers 160 square mètres, and the working man is the proprietor. How this is done by the Mulhouse Association is thus explained:—The price of a house with a ground floor only is now 2,650 francs, or 106*l.*, and 3,300 francs, or sometimes 3,400 francs, of a one-story house. The association neither gains nor loses on its sales. It gives its houses at the cost price, taking 5 per cent. of the sum till the whole is paid off. The terms are higher for the houses that are merely let, the rent of which is fixed at 8 per cent. of the capital. This 8 per cent. does not go to the shareholders, who are bound by their statutes to take no more than 4 per cent. interest on their money; but the difference pays for insurance, taxes, and repairs. The association, in fact, sells its houses at cost price by annuities, and at 5 per cent. interest. The purchaser begins by paying 300 francs, or 12*l.*, and this sum is kept in reserve for the expenses of the contract when the full price is nearly paid, or is repaid to the purchaser when obliged to cancel the bargain. In this case the association considers the purchasers as merely tenants, and refunds all they have paid over and above the ordinary rent. The purchaser enters into possession at once; the monthly payment is from 18 francs to 25 francs, according to the price of the tenement and the contract. It is very little more than what an ordinary lodger would pay, because the lodger pays 8 per cent. of the cost price, and it serves for the extinction of his debt, the understanding between the purchaser and the company being a reciprocal interest of 5 per cent. Supposing the house to be worth 3,000 francs, the whole is paid off at the end of 16 years and some months, and as the purchaser would have to pay during that time if he had been only a lodger 1,700 francs, it follows that the house has only cost him, in all and for all, 1,300 francs, paid in 13 years. The spinning-mills at Mulhouse are at present not in a flourishing condition, owing, partly, to the effects of the American civil war of 1861–65, and the attendant ‘cotton famine,’ and, in part, to their being obliged to use cotton imported by way of Havre or Marseilles, which raises the difficulty of competition with manufacturing towns nearer the seaboard. Woollen cloths, hosiery, straw hats, morocco leather, and beer are the other principal goods made at Mulhouse, which has also a brisk trade in iron, hardware, and agricultural produce.

*Bankers at Mulhouse.*

Branch of Banque de France.—Comptoir d'escompte de Mulhouse.

—Comptoir Commercial du Haut-Rhin.—Schlumberger et Cie.—  
Wahl-Sée et Cie.

*Hotels at Mulhouse.*

France.—Lion Rouge.—Paris.

**Nancy.**

*Nancy*, ancient town, possessed of some manufactures, in the department Meurthe, in a fine plain, near the River Meurthe, 30 miles S. Metz, and 175 miles E. by S. Paris, on the railway from Paris to Strasbourg. Population, 49,305 in 1861. Nancy is one of the handsomest towns of France. It was formerly surrounded with walls, but these were demolished under Louis XIII. and Louis XIV., and the citadel is its only existing fortification. It is, however, still entered by several gates, some of which have much beauty. Nancy is divided into the old and new town. The first is, in general, irregularly laid out, though it comprises several good streets and squares, many superior private residences, and most of the principal public edifices. Among the latter are the remains of the palace of the Dukes of Lorraine, now converted into a barrack for the gendarmerie; the church of the Cordeliers, a structure of the fifteenth century, in which are various interesting monuments; the church of St. Épore, and the ducal chapel. The imperial court, the tribunal of commerce, and prefecture are in the 'Place Carrière,' a square communicating with the 'Place Impériale,' in the new town, by a noble triumphal arch. The new town, which, however, is as old as 1603, is remarkable for the elegance and regularity of its streets, which mostly intersect each other at right angles. The 'Place Stanislas' is a square surrounded by fine edifices, all built on the same plan, comprising the town-hall, the bishop's palace and theatre. Its angles are ornamented with iron gateways and fountains, and in its centre is a bronze statue of Stanislaus, King of Poland and Duke of Lorraine, erected by voluntary subscription throughout the duchy, in 1823. Stanislaus, to whom numerous establishments in the town, both scientific and charitable, owe their foundation, is buried, as well as his consort, in the church of 'Bon Secours,' which has two marble monuments to their memory.

Nancy is the seat of tribunals of original jurisdiction and commerce, a board of taxation, and a chamber of manufactures. It has an 'académie universitaire,' a society of science and literature, a school of forest economy, a communal college, Protestant, Jewish, and other schools. The manufactures of Nancy comprise woollen cloth, hosiery, lace, muslins, cotton yarn, liqueurs, and chemical

products ; there are also tanneries, dyeing-houses, and refineries of saltpetre for the gunpowder factories at Metz. Nancy is famous for its shot, known in commerce as 'boules vulnereaire d'acier.'

#### *Bankers at Nancy.*

Branch of Banque de France.—Bourgon et Cie.—Jambois.—Husson et Cie., with branch at Luneville.—Lenglet et Cie., with branch at Luneville.—Michelet et Zeder.—Wolff et Cie.—Zeder-Fery.

#### *Hotels at Nancy.*

Allemagne. — Angleterre. — Commerce. — Europe. — France.—Francfort.—Grand Cerf.—Metz.—Nord.—Paris.—Tête d'Or.

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### **Nevers.**

*Nevers*, very ancient city, the Noviodunum and Nivernum of the Romans, in the department Nièvre, on the River Loire, where it is joined by the Nièvre, and a little above the influx of the Allier; 133 miles SSE. Paris, on the railway from Paris to Clermont. Population, 18,971. The city is agreeably situated on the declivity of a hill facing the south, but is in general ill-built and ill-laid out, its streets being narrow, steep, and crooked, and its houses old and gloomy. In its centre, however, is a large and regularly constructed square, on one side of which is the ancient residence of the Dukes of Nivernais. Some of the entrances to Nevers are imposing ; that from Bourges is ornamented with a triumphal arch, and on the road from Moulins the Loire is crossed by a solid stone bridge of 20 arches. The quays on the river are bordered with good houses.

Nevers has been long distinguished for its manufacturing industry. It has an imperial cannon foundry, in which from 200 to 250 cannons are cast annually. It also produces chain cables, iron works for suspension bridges, and other heavy iron goods. The city has also been for many centuries famous for its china-ware, which, for durability and solidity, is said to be the best made in France : it is sent in large quantities to Paris, and throughout the country watered by the Loire and its tributaries. Glass-wares, metal buttons, coarse woollen cloths, violin strings, vinegar, glue, brandy, and leather are among the other principal manufactures. Nevers has a considerable trade in timber for ship-building, charcoal, iron and steel, wine and salt, being the great entrepôt for the Upper Loire. Its trade is facilitated by a commodious haven at the mouth of the Nièvre.

*Bankers at Nevers.*

Branch of Banque de France.—Dallemagne et Cie., or Caisse d'Escompte de l'Yonne et de la Nièvre.—Fonverne.—Frébaud et Cie., or Comptoir d'Escompte de Nevers.—Jacquinot.—Leblanc.—Martentot.

*Hotels at Nevers.*

Barre de la Nièvre.—Europe.—France.—St. Louis.

**Nimes.**

*Nîmes*, or *Nismes*, one of the most ancient cities in the south of France, the Nemausus of the Romans, in the department Gard, in an extensive and fertile plain, near the river Vistre, 23 miles WSW. Avignon, and 30 miles NE. Montpellier, on the railway from Avignon to Montpellier. Population, 57,129. The distant view of *Nîmes* is not imposing. Notwithstanding its numerous fine edifices, it has only the 'Tourmagne' to render it conspicuous at a distance. The city proper, which is surrounded by boulevards, on the site of the ancient fortifications, is confused and irregular, with narrow streets and ill-built houses. But the boulevards and suburbs, which comprise three-fourths of the houses, are regularly laid out, clean, and have numerous handsome modern buildings and fine public promenades. *Nîmes* is highly interesting on account of its remains of antiquity, of which it probably possesses more than any other city of Europe, Rome excepted.

*Nîmes* in modern times has become one of the principal seats of the silk industry in France, ranking in this respect immediately after Lyons and St. Etienne. Its manufactures are principally silk hosiery and shawls, and silk stuffs mixed with cotton, linen, and woollen. There are altogether between 7,000 and 8,000 looms at work in *Nîmes*, many of which are Jacquard looms. All the weavers work with their families at their own homes, there being no large factories except for dyeing, or for printing silk stuffs. But though the silk manufactures of *Nîmes* are extensive, the goods produced are not much esteemed by the upper and middle classes, being mostly imitations of those of Lyons, and of inferior quality. From this and other causes the export trade of *Nîmes* is small; its industry is not progressive, and its population often experience distressing 'crises.' Besides silks, *Nîmes* has manufactures of cotton goods, gloves, leather, brandy and vinegar, and a good deal of trade in wine, essences, drugs, and colonial produce. It is also the principal entrepôt for the raw silk produced in the south of France, of which material almost all its own silk manufactures are made.



*Bankers at Nîmes.*

Branch of Banque de France.—Auzeby et Cie.—Cavalier-Bénézet et Cie.—Gaidan et Cie., or Comptoir Commercial d'Escompte.—Maumenet et fils.—Serre, Teulon et Cie., or Comptoir Industriel.—Vincens-Devillas, Froment et Cie.

*Hotels at Nîmes.*

Gard.—Londres.—France.—Luxembourg.—Midi.—Nord.—Paris.—Princes.—Rhin.—Univers.

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**Orleans.**

*Orléans*, ancient manufacturing city, in the centre of France, department Loiret, on the river Loire, 34 miles NE. Blois, and 68 miles SSW. Paris, on the railway from Paris to Bordeaux. Population, 50,798. The environs of Orléans, though rich and highly cultivated, are less agreeable than the country higher up the river. The city itself has few good streets, but there is one spacious avenue terminating in a noble bridge. The great square is also magnificent. The bridge across the Loire, the foundations of which were laid in 1751, is 354 yards in length, and has nine arches, the central one being 104 feet in width. On either side the river are spacious quays; and from the bridge, the Rue Impériale, one of the handsomest streets in France, leads in a direct line to the Place du Martroy. In this square is the monument erected to Joan of Arc, consisting of a bronze statue of that heroine, 8 feet in height, on a marble pedestal, upon the sides of which are four bas-reliefs in bronze, representing the principal actions of her life. A few remains of the ancient fortifications of Orléans exist, but their place is now principally occupied with plantations and public walks, one of which is a fine promenade called the Mail. In the old parts of the city the houses are chiefly of timber, and the public thoroughfares narrow and wretchedly paved; but several new and tolerable streets have been opened of late years, and various improvements are in progress.

Orléans is well situated for commerce, but its trade is less flourishing than it was at the beginning of the century. It has declined, while Havre and Paris have risen as commercial towns. Its manufactures comprise fine woollen cloths, flannels, woollen yarn, hosiery, cotton yarn, refined sugar, vinegar, and wax candles; and besides its trade in these, Orléans deals extensively in corn, wines, timber, wool, cheese, and colonial produce.

*Bankers at Orléans.*

Branch of Banque de France.—Bordier-Janse.—Daguet et Cie.—Forges et Cie., or Caisse d'Escompte d'Orléans.—Jacquet.—Richault et Cie., or Comptoir d'Escompte d'Orléans.

*Hotels at Orléans.*

Boule d'Or.—Constantine.—Loiret.—Orléans.—Paris.

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**Quentin (St.)**

*St. Quentin*, flourishing manufacturing town in the department Aisne, on the river Somme, and on the canal of St. Quentin, 24 miles NW. of Laon, on the railway from Paris to Namur. Population, 30,790. The town was formerly a place of strength; but, since the time of Louis XIV., its ramparts have given place to suburbs and public walks, and a fine public promenade extends on the east side of the town along the banks of the canal. St. Quentin is tolerably well-built; its principal streets are wide, its new quarters handsome, and most of its houses modern. In the centre of the town is a large square, in which is the town-hall, a curiously ornamented Gothic edifice.

St. Quentin was formerly the centre of an extensive manufacture of linen fabrics and yarn. This branch of industry has now almost disappeared, but its place has been supplied by the cotton manufacture. There are, within an area of 30 miles round St. Quentin, embracing parts of the departments of Somme, Du Nord, and Pas de Calais, about 75,000 hands employed in weaving, bleaching, and spinning cotton yarn, besides many more subordinate departments. The principal articles manufactured are striped and spotted muslins and yarn, of a total value of 50,000,000 francs, or two millions sterling per annum. The cotton spinners reside principally in the town; the weavers live in the villages and surrounding country, where most of them are petty proprietors, occupied in agricultural labour for three or four months of the year. The cotton mills of St. Quentin are by no means so extensive as those of the department Haut-Rhin, and few employ more than 200 hands. Children are employed here at an earlier age than in the cotton factories of Alsace; but the workpeople of all ages enjoy much better health and more comforts in St. Quentin than either at Mulhouse or Lille.

Table linens, leather, soap, and sulphuric acid are also produced here; and the commerce of the town with the adjacent parts of France, Belgium, and Germany is much facilitated by the railway,

as well as the canal of St. Quentin. The latter connects the inland navigation of France with that of the Netherlands, by forming a communication between the Oise, the Somme, and the Scheldt. It is remarkable for the tunnels cut through the high ground, about 4 miles to the north of St. Quentin. The first of these is 160 feet below the surface, 24 feet in width, the same in height, and half a mile in length. The second tunnel is on a much larger scale, being 3 miles in length, and 200 feet below the surface. Daylight is admitted at certain distances by openings carried to the surface; and the tunnel being cut through a chalk rock, the sides are not built. It was finished in 1810.

*Bankers at St. Quentin.*

Branch of Banque de France.—Boinet, Lamouret et Cie.—Lecuyer et Cie., or Caisse Commerciale de St. Quentin.—Née et Cie., or Caisse Industrielle de St. Quentin.

*Hotels at St. Quentin.*

Angleterre.—Cygne.—Cornet d'Or.—France.—Lion d'Or.—St. Nicolas.

**Rheims.**

*Rheims*, or *Reims*, ancient and celebrated city—the Canterbury of France—one of the seats of the woollen manufacture, and chief dépôt of Champagne wines, in the department Marne, of which it is the largest town, in a plain near the little river Vesle, a tributary of the Aisne; 27 miles NNW. Chalons, and 95 miles E. by N. Paris, on the railway from Chalons to St. Quentin. Population, 55,808. Rheims is surrounded by ramparts faced with stone, which, being planted with trees, form agreeable public walks. It is about a league in circuit, and is entered by six gates, one of which, the Porte Neuve, a triumphal arch, with handsome doors of open iron-work, was raised in honour of Louis XVI. at his coronation. Two principal thoroughfares, which meet in the Place Royale, divide the city into four unequal portions. It is tolerably well laid out, its streets being wide, straight, and generally clean: it has several good squares, but its houses are small, having mostly only two floors, and are constructed with monotonous uniformity. Water-works, beyond the walls, distribute the waters of the Vesle through the town. The cathedral, one of the largest and most magnificent in Europe, is that in which the coronation of the Bourbon Kings of France has taken place, with few exceptions, from the era of Philip Augustus to that of Charles X.

Rheims is the centre of the manufacture of woollen stuffs, which extends over nearly the whole department of Marne, and the adjacent departments of Aisne and Ardennes. These manufactures are estimated to occupy 50,000 hands, of whom 12,000 are settled in Rheims. About 3,000 of the latter are weavers, one-tenth part of whom are at Jacquard looms, 1,500 employed in spinning yarn, and 4,000 in fulling, washing, and otherwise preparing the fabrics made. For the last twenty-five years the woollen manufacture of Rheims has made considerable progress in all its branches. Workmen usually work about twelve hours a day; those living in the city are mostly employed in the workshops of the manufacturers. In general the work-people are well clothed and well fed, but they are said to be improvident. Rheims also produces soap, candles, biscuits, and gingerbread, and has breweries, tanneries, and leather factories. It is a principal *dépôt* for the wines of Champagne, large quantities of which are stored up in cellars, similar to those of Epernay. (See *Epernay*, pp. 229-30.)

The vine-land of Rheims is divided into four great divisions, namely, the vineyards of the river, of the hill of Rheims, of the estate of St. Thierry, and that of the valleys of Noiron and Tardenois, to which may be added a small plot to the north-east of Rheims. The river vine-ground is situated upon a calcareous hill, and exposed to the noontide sun. At the foot of the hill runs the river Marne from Bisseuil as far as the confines of the department of the Aisne. Upon the hilly ground the first growth worthy of notice is that of Ay, producing in mean years 4,320 hectolitres of red wine, at 60 francs, and 3,392 of white at 130 francs; with the vineyards of Mareuil and Dizier, giving 3,220 hectolitres of red at 40 francs, and 1,970 of white at 110 francs. These three communes furnish the best white 'mousseux' wine, which is at the same time vinous, fine, agreeable in taste, and preserving its effervescence and lusciousness to the latest period. The wine trade at Rheims occupies about 2,000 individuals, including the growers of the district, most of whom are proprietors of small patches of vineyards. Some 5,000,000 of bottles, valued, on the average, at five francs each as the wholesale price, and, consequently, of the total value of 25,000,000 francs, or a million pounds sterling, are stored away every year in the vaults of the wine merchants of Rheims. There are about sixty wholesale dealers, the most noted of whom are Barbe et Cie.; Binet, fils, et Cie.; Cliquot; Courtois-Muiron et fils; Farre; Frissard, père et fils; Lanson, père et fils; Mumm et Cie.; Pommery et Greno; and Ruinart, père et fils.

#### *Bankers at Rheims.*

Branch of Banque de France.—Camuzon et Cie., or Comptoir

d'Escompte.—Chappe.—Fourneaux, père et fils.—Jadart.—Lefour et Cie., or Caisse d'Escompte.—Placier.

*Hotels at Rheims.*

Commerce.—Croix Blanche.—Lion d'Or.—Maison Rouge.—Palais.

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**Roubaix.**

*Roubaix*, one of the seats of the cotton industry in France, in the department du Nord, on the canal of Roubaix, 7 miles NE. Lille, on the railway from Lille to Courtray. Population, 49,274. Roubaix, like most Flemish towns, is well built. It formerly laboured under a want of water; but of late an adequate supply has been obtained by means of artesian wells. After Lille, Roubaix is one of the chief towns in the department for the manufacture of cotton goods. It has been estimated that in the town, and immediately adjacent country, about 30,000 hands are alternately employed in the manufacture of cotton and woollen goods; the latter from about June to September, and the former during the remainder of the year. The articles chiefly manufactured are Thibets, waistcoat-pieces, and thick cotton goods. There are about 12,000 looms in the district, of which half are Jacquard looms. The latter are principally in the factories, the manufacturers finding it necessary to preserve the privacy of their patterns. A weaver will, on the cotton goods, earn at an average 30 sous, or 15*d.* a day; on the second class work, from 30 to 40 sous, or 15*d.* to 20*d.*; and on the Jacquard loom, from 2 francs to 5 francs per day, the average being about 3 francs. The working population of Roubaix is increasing by continual immigrations from Belgium. Some of the workmen live in the town; but the greater number reside in the neighbouring villages and hamlets, walking daily to and from the factories, in which they work from fourteen to fifteen hours a day. They live mostly on meat, soup, potatoes, and beer, using butcher's meat four days a week. The work-people of Roubaix and Turcoing are, whether as regards morals, cleanliness, clothing, lodging, food, or health, decidedly superior to those of Lille. Drunkenness is here, and, indeed, everywhere else throughout French Flanders, a prevalent vice; but, in other respects, the conduct of the workmen is reported to be good, and they have established numerous societies for their mutual support and assistance.

*Bankers at Roubaix.*

Decroix, Vernier, Veslaix et Cie., or Caisse Commerciale de

Roubaix.—Perot et Cie., with branch at Lille.—Pollet, aîné, with branch at Lille.

*Hotels at Roubaix.*

Bourse.—Commerce.—France.—Nord.

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**Rouen.**

*Rouen*, one of the principal manufacturing towns of France, and the chief seat of the cotton industry, department Seine-Inférieure, on the Seine, 44 miles from its mouth, and 67 miles NW. Paris, on the railway from Paris to Havre. Population, 102,649. The city, which stands in a fine and fertile country, is admirably situated on a navigable river, by which it communicates with the capital on the one hand, and with the flourishing sea-port of Havre on the other, the communication with both being kept up by steamers, as well as the railway. Its numerous spires and towers, and the vessels that throng its quays, give it a very imposing external appearance, to which its interior presents in most parts a striking contrast. Rouen generally is ill-built, and most of the streets are narrow and crooked, while the older houses are principally of wood, or of lath and plaster, though in the west-end and newer quarters of the city many are of more solid materials, and have even considerable elegance. The city is oval, or rather lozenge-shaped, and was for a lengthened period strongly fortified; but its ramparts are now demolished, and their place is occupied by a series of boulevards, which separate the city proper from the faubourgs Cauchois, Bouvreuil, Beauvoisine, and Martinville.

The Seine, here crossed by several bridges, divides Rouen from its large suburb of St. Sever. The boulevards, which are planted with trees, like those of Paris, and the fine broad quays and 'cours,' which extend along the banks of the river, are the favourite and almost the only public promenades; the squares or open spaces are shabby and irregular, and except the Place Impériale, near the centre of the city, are all of insignificant size. Some, however, are ornamented with public fountains, with which Rouen is well furnished: the Fontaine de Lisieux is a curious piece of antique sculpture, representing Mount Parnassus, with figures of Apollo and Pegasus. In the square of La Pucelle, an indifferent statue of Joan of Arc is erected on the spot where that heroine suffered martyrdom in 1431. The central parts of the city are the chief seat of general commerce; the upper classes principally reside in the faubourg Cauchois, and the northern suburbs; while the lower quarters at the east end of the town, and the faubourg St. Sever, are almost wholly inhabited by the manufacturing population.

Rouen is so eminent for its cotton manufactures that it has acquired the title of the French Manchester, and checked printed cotton cloths for women's dresses are commonly known in France by the name of 'rouenneries.' It was anciently celebrated for its linen fabrics, the manufacture and dyeing of which appear to have been carried on in it in the earliest times of the French monarchy. But so late as the middle of the last century, the workmen employed at Rouen were nearly all foreigners, chiefly Germans, Dutch, or Swiss, who remained in France only during a part of the year, returning to spend the remaining months in their native countries; and fifty years ago the cotton yarn employed in the manufactures was wholly spun by hand. At present, however, both water and steam power are largely employed. The whole region round Rouen shares more or less in its branches of manufacture. It is estimated that the weavers of cotton and woollen goods in the department amount to 130,000, four-fifths of whom are resident in Rouen and its immediate neighbourhood. According to official returns, there are 50,000 persons, men, women, and children, or about one half the population of the city and suburbs, engaged in the cotton manufacture.

The manufacturers of Rouen pride themselves greatly on the superiority of their products. The goods produced by the Rouen looms are in direct competition in third markets with those from the west of Scotland. The wages of the weavers are, if anything, lower than in Scotland, but provisions are at least 20 per cent. cheaper. The net wages obtained by country weavers working on their own account, are about 2 francs a day, or 10s. a week, and this may be taken as above, rather than below the average. Children and women are both occupied in weaving at proportionate earnings. The working classes of Rouen are, upon the whole, in a much less depressed condition than those of Lille, and their health is also much better. Drunkenness is in both towns the prevailing vice among the lower classes; but it seems to be less prevalent at Rouen. The woollen manufactures of the city are unimportant, the chief seat of this industry being at Elbeuf. Broad silks, velvets, hardware, superior earthenware, chemical articles, and confectionery, for which Rouen is famous, are the other principal products. Vessels of 200 tons ascend to the city, which has a considerable trade with the countries both in the north and south of Europe, the Levant, America, and the maritime districts of France. The greater part, however, of the foreign commerce of Rouen is carried on through the intervention of Havre.

*Bankers at Rouen.*

Branch of Banque de France.—Boisard, frères.—Boursier.—

Delafosse, frères, drawing upon Scott & Co., London.—Ernoul-Jottral, fils.—Eudé, François Dats et Cie.—Faucon et Cie.—Julienne.—Luchinaci et Cie.—Niel, fils.—Pichard, aîné.—Tavernier et Cie., or Union Commerciale.

### *Hotels at Rouen.*

Albion.—Alger.—Augustins.—Bons Enfants.—Bourgogne.—Empereurs.—France.—Fromentin.—Grand Hotel d'Angleterre.—Grand Hotel.—Midi.—Nord.—Normandie.—Paris.—Rouen.—Trois Maures.—Velocifères.

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### **Sedan.**

*Sedan*, fortified town, and one of the minor seats of the woollen industry in France, on its NE. frontier, department Ardennes, on the Meuse,  $12\frac{1}{2}$  miles ESE. Mezières, on the Eastern railway. Population, 15,536. The fortifications of Sedan, some of which were constructed by Vauban, have latterly been neglected; and its citadel, at its SE. extremity, has been converted into an arsenal. The town stands on very uneven ground, and is separated into two unequal parts by the Meuse, here crossed by a stone bridge. It is well built; the streets, which are wide and clean, are ornamented with numerous fountains; the houses are mostly of stone, roofed with slate, and in the environs are various public walks.

Sedan has been long celebrated for its woollen manufactures, consisting principally of fine black cloths and 'casimirs.' On an average, from 11,000 to 12,000 work-people are employed in the woollen manufactures of the town and its vicinity, of whom from 3,000 to 4,000 belong to the town; from 2,000 to 2,500, belonging to the neighbouring villages, go to work daily within the town, and the remainder, consisting principally of weavers, inhabit the country for a distance of from five to ten miles round. The last, who also occupy small patches of land, work at the loom in their own cottages; whereas those who live in and near the town are mostly employed in large manufacturing establishments. The greatest harmony is said to subsist between the work-people and the manufacturers. Instruction is much more extensively diffused among the work-people than at Rheims, and, speaking generally, they have all the signs of good health: circumstances chiefly consequent on the non-introduction of children into the factories at too early an age. Hosiery, leather, arms, and hardware, are also produced at Sedan; and it has numerous dyeing-houses, with an extensive trade in drugs.



*Bankers at Sedan.*

Branch of Banque de France.—Jacquemin et Leclerc.—Michel.—Ninnin et Cie.—Vesseron et Congard.

*Hotels at Sedan.*

Commerce.—Courriers.—Croix d'Or.—Eau-Claire.—Europe.

**Strasbourg.**

*Strasbourg*, fortified city and manufacturing town, on the eastern frontier of France, department Bas-Rhin, on the little river Ill, within a short distance of the Rhine, 100 miles SSW. Mayence, and 250 miles E. by S. Paris, on the railway from Paris to Munich and Vienna. Population 82,014. The city is of a triangular form, is enclosed by a bastioned line of ramparts strengthened by numerous outworks, entered by seven gates, and has on its eastern side a strong pentagonal citadel, built by Vauban. By means of sluices constructed under Louis XV., the adjacent country may be laid under water; several additional defences have been constructed in recent years, and it is now one of the most important fortresses and arsenals of France, possessed of the largest dépôt of artillery. Strasbourg is agreeably situated, and generally well laid out: its streets are mostly narrow, with lofty houses; but it has several rather large and regular squares. Though for a lengthened period united to France, it still has all the outward appearances of a German town, with which the costume and language of its inhabitants correspond. The Ill and its branches intersect the city in all directions, and are crossed by numerous wooden bridges. Without the walls are several suburbs.

Strasbourg has an extensive Government manufactory of snuff, for which article it has long been famous; there are likewise considerable manufactures of woollen, linen, and cotton stuffs, sail-cloth, cutlery, steel articles, metal buttons, cotton twist, leather, hats, paper, playing cards, earthenware, shell articles, printing types, and chemical products, exclusive of dye-houses, breweries, printing establishments, and sugar refineries. The 'pâtés de foies gras' of Strasbourg have attained to high gastronomical celebrity. The trade of Strasbourg is very extensive, its situation on the Rhine having rendered it a great frontier entrepôt.

*Bankers at Strasbourg.*

Branch of Banque de France.—Auscher, fils.—Bloch.—Blum-Auscher.—Eschnauer et Cie.—Grouvel et Cie.—Hirsch et Cie.—Klose et Cie.—Lamey et Cie.

*Hotels at Strasbourg.*

Angleterre.—Bade.—Cerf.—Fleur.—France.—Haute-Montée.—Ours Noir.—Paris.—Pomme d'Or.—Ville de Nancy.—Ville de Vienne.

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**Toulouse.**

*Toulouse*, one of the principal cities in the south of France, department Haute Garonne, on the river Garonne, at its junction with the canals of Languedoc, of St. Pierre, and Briare, 132 miles SE. Bordeaux, on the railway from Bordeaux to Cette. Population, 113,229. The city is very irregularly laid out, and its streets, which are mostly narrow, crooked, and ill-paved with rounded pebbles from the river, form a complete labyrinth. Nearly all the buildings are of red brick cemented with mortar, which, being blackened by age, gives the town a gloomy appearance. The older houses, and those in the lower quarters, consist of sun-dried bricks, in frames of woodwork, and are often dilapidated. The shape of Toulouse is an irregular oval; the city comprises an island in the Garonne, and, on that side, is bordered by good quays: on other sides it was till lately enclosed by walls, flanked with large round towers. But these are gradually disappearing, and their place is being occupied by good houses and regular streets. The city communicates with the suburb of St. Cyprian, across the Garonne, by a massive free-stone bridge of seven arches, built in the latter half of the sixteenth century, at the further end of which a modern triumphal arch has been erected. The principal open space is the Place du Capitole, serving for the chief daily market, which is admirably supplied.

Toulouse has manufactures of coarse woollen cloths, silks, gauzes, printed cottons, or 'Indiennes,' cotton yarn, files and steel wares, paper, wax lights, musical strings, and vermicelli, with dyeing-houses, distilleries, coach-making establishments, a powder mill, and a tobacco manufactory for the Government. A factory specially devoted to the making of scythes and sickles, the largest of the kind in France, occupies 500 hands, and turns out 300,000 scythes annually. Coach-making employs from 1,200 to 1,500 workmen, and cotton-spinning about 2,000 hands. The great powder mill of Toulouse, situated on an island in the river, and consisting of a number of detached workshops and stores, separated from each other by extensive plantations, produces, on the average, 400,000 kilogrammes of gunpowder per annum. There was also at Toulouse, till the year 1865, when it was closed by an imperial decree, a large cannon foundry, dating from the period of the great revolution, and which for a long time produced 300 pieces of ordnance a year. It was

established in the Rue Dalbade, within a pile of buildings inhabited for centuries by the nuns of St. Clara, who were forcibly dispossessed of their ancient quarters by the gunsmiths of the revolution.

Toulouse is admirably situated for commercial intercourse at the junction of several canals with the river Garonne, which is navigable from its mouth up to this point. Of the three canals meeting here, by far the most important is that of Languedoc, also called 'canal des Deux-Mers,' or of the Two Seas, as connecting the Atlantic with the Mediterranean. The navigation of the Languedoc canal is very flourishing, although it suffered for some time from the competition of the Southern railway, which runs along its banks nearly all the way from Toulouse to Cette. To avoid this competition, the railway company purchased the canal in 1865.

#### *Bankers at Toulouse.*

Branch of Banque de France.—Cany et Cie., or Comptoir National de Toulouse.—Courtois et Cie., drawing upon Scott & Co., Cavendish Square, London.—Darnaud et Cie., or Caisse industrielle de Toulouse.—Despaignol, Espinasse et Cie.—Klehe et Cie.—Lacroix, Dijols et Cie.—Peyre et Cie.

#### *Hotels at Toulouse.*

Du Capitole.—Casset.—Des Empereurs.—De l'Europe.—De France.—Du Grand Soleil.—De Londres.—Notre Dame des Victoires.—De Paris.—Des Quatre Saisons.

### **Tours.**

*Tours*, very ancient city in the department Indre-et-Loire, on a narrow tongue of land between the rivers Loire and Cher, close to the point of their confluence, 127 miles SW. Paris, on the railway from Paris to Bordeaux. Population, 41,061. The older parts of Tours consist of narrow, crooked, and dirty streets, with mean and ill-built houses. The city is surrounded by planted boulevards, which occupy the site of its ancient fortifications; it has twelve gates and five suburbs. Tours communicates with the opposite bank of the Loire by one of the finest bridges in France, constructed chiefly between 1762 and 1777: it is of stone, level on the summit, 475 yards in length by 16 in breadth, and has 15 arches, each  $26\frac{1}{2}$  yards in span. Over the Cher are two bridges, one of 17 and the other of 8 arches. From the bridge over the Loire a noble street, the Rue Impériale, straight, spacious, bordered with trottoirs, and lined with uniform buildings of freestone, intersects the town in its entire breadth, terminating on the south in the

Avenue de Grammont, leading to the smaller bridge over the Cher. At the commencement of this street, close to the Loire, is a handsome square, in which are the town-hall and the departmental museum.

Tours was the first town in France in which the production of silk fabrics was established—the manufacture dating back to the middle of the fifteenth century, when King Louis XI. invited a number of workers in silk from Italy to practise the mysteries of their craft here. For a long period Tours was famous for its silks, until Lyons, which became its rival towards the end of the sixteenth century, began to take the lead in the manufacture, owing, partly, to the superior advantages of its position, both in procuring the raw material and despatching the produce, and, partly, to the greater energy of its merchants and manufacturers, more inclined than those of Tours to follow in the wake of progress, to adopt new inventions, and to open new roads to commerce. There are still a number of silk looms at work in and near Tours, but the trade is in a state of irremediable decay. The city has, besides, manufactures of woollen cloth, carpets, and woollen yarn, but none of these are of any importance. The only great industrial establishment of Tours is a large book manufactory, called 'Imprimerie-librairie Mame,' which employs about 1,400 workmen. It is an establishment almost unique of its kind, turning out books, chiefly for schools of the lower class and religious institutions, at the rate of 15,000 volumes a day. The manufactory, if so it can be called, consists of a vast pile of buildings, in which all the mechanical operations for producing books are carried on by various classes of workmen, paper-makers, compositors, printers, binders, gilders, and others, steam power being used whenever possible. Some of the cheap books thus produced are sold, unbound, for five centimes, or a halfpenny, and may be had for 35 centimes, or 3½d., bound in leather with gilt edges. Measured by weight, the books produced amount to 4,000 kilogrammes, or about four tons, a day. The founder of the establishment, which is of quite recent date, was M. Alfred Mame, a native of Tours, born in 1811. It was owing to the patronage of the archbishop of Tours, to whom all the religious books printed at the establishment are submitted for previous examination, that the 'Imprimerie-librairie Mame' obtained its prodigious growth, its productions being, in consequence of the supervision thus exercised, admitted as orthodox by the clergy of the whole of France.

The general commerce of Tours is not very considerable, and of late years has been rather on the decline. The city, being situated in the midst of a very beautiful country, and full of great historical monuments, some dating from the time of the Romans, is the usual resort of a great many foreign visitors, particularly from the United Kingdom.

*Bankers at Tours.*

Branch of Banque de France.—Bastard et Cie., or Caisse d'Es-compte.—Blanchard et fils.—Froger-Mireau et Froger-Cremière.—Gouin, frères, drawing upon Scott & Co., Cavendish Square, London.—Meusnier, fils, Hardy et Cie.

*Hotels at Tours.*

Bordeaux et de la Poste.—De la Boule d'Or.—Du Croissant.—Du Dauphin.—De France.—De la Galère.—De Londres.—De l'Univers.

**Valenciennes.**

*Valenciennes*, busy manufacturing town, in the centre of the great coal-mining district, in the department du Nord, on the river Scheldt, where it is joined by the Rhonelle, 28 miles SSE. Lille, on the railway from Paris to Brussels. Population, 24,966. Valenciennes is a secondary fortress, and has a citadel constructed by Vauban. It is tolerably well built, but ill laid out; a part of it was much damaged by a severe bombardment in 1793, the marks of which are still visible. The Scheldt intersects the town from north to south, dividing it into two unequal parts, the largest being situated on the right bank of the river. The town-hall, built in 1612, is of mixed architecture, highly decorated, and contains some fine apartments; the upper story is appropriated to a picture gallery. There is a handsome theatre, the lower part of which serves for a corn-hall. The general hospital, founded in 1751, is one of the largest establishments of its kind in France. Among the other public buildings are military and foundling hospitals, barracks, magazines, an arsenal, a college, and an academy of the fine arts, founded in 1782. Valenciennes has manufactures of lace, of fine cambric, cotton yarn, hosiery, and blankets, iron plate and nails, starch, saltpetre, linseed oil, chicory, earthenware, and toys. It has also numerous factories of beetroot sugar, cotton printing works, tanneries, distilleries, and salt refineries, and a vast trade in coals, corn, oil, soap, and timber. The great occupation of Valenciennes, and the district for many miles around, is that of coal-mining. The mining territory, known as the 'Bassin de Valenciennes,' extends over an area of 60,000 hectares, or about 145,000 acres, and furnishes more than one-fourth of the total quantity of coals raised in France. The produce of the year 1863 amounted to 29,500,000 metrical quintals of coal, equivalent to nearly 3,000,000 tons, while the produce of the whole of France was little more than 10,500,000 tons. (See 'Mineral Productions,' pp. 40-41.) There were at work in the district, at the end of the

year 1864, sixty-five coal mines, employing 16,250 hands. To transport the coal from the pit's mouth to the centres of distribution, the whole country around Valenciennes is intersected by a network of canals and railways, the construction of which was greatly facilitated by the nature of the soil, which is almost a perfect level. The railways of this neighbourhood were the earliest constructed in the north of France, and up to this moment have continued to be among the best paying lines. The concession for two of these local railways, from St. Waast-la-Haut to Denain, and from Abscon to Denain, was granted, under date of the 24th of October, 1835, to a company known as the 'Mines d'Anzin' (see p. 115), which continues to own them, having resisted successfully the great movement which has brought all the existing lines under the centralised management of the six great railway companies of France.

The most important industry of the Valenciennes district, next to that of coal-mining, is the production of sugar from beetroots. It is calculated that more than one-half of the sugar consumed in France is made at home from beetroot, the produce from this source amounting, on the average, to 150,000 kilogrammes per annum. At the end of 1865, there were 366 factories of beetroot sugar in France, and of this number 150 were in the department du Nord, most of these in the district of Valenciennes. The following table will serve to illustrate the distribution of beetroot sugar factories actually at work through France, in each of the years 1863-65 :—

Departments	Number of Factories.		
	1863	1864	1865
Aisne . . . . .	66	66	67
Nord . . . . .	145	151	150
Oise . . . . .	20	24	26
Pas de Calais . . . . .	60	63	60
Somme . . . . .	35	37	39
Other Departments . . . . .	20	29	24
Total . . . . .	346	370	366

The total production of beetroot sugar in 1863 amounted to 142,933,000 kilogrammes; in 1864 to 101,868,000 kilogrammes; and in 1865 to 209,648,000 kilogrammes. To this total, the factories of the department contributed very nearly one-half. There is a rather heavy tax upon the produce, varying from 42 to 47 francs per hundred kilogrammes, according to the colour of the sugar. Excise officers are stationed at all the factories, closely watching the

various processes for converting the beet into saccharine matter, and keeping an account of the results. The following table shows the quantities of beetroot sugar manufactured and consumed in France, and the tax levied thereon by the Government, in each of the eighteen years from 1848 to 1865 :—

Years	Quantities of sugar		Tax levied
	Manufactured	Consumed	
	kilogrammes	kilogrammes	francs
1848 . . .	56,287,000	48,103,000	22,824,000
1849 . . .	44,551,000	50,073,000	23,675,000
1850 . . .	67,297,000	59,760,000	30,526,000
1851 . . .	75,234,000	62,082,000	32,504,000
1852 . . .	86,795,000	64,128,000	31,046,000
1853 . . .	74,178,000	73,814,000	34,730,000
1854 . . .	53,900,000	66,464,000	30,724,000
1855 . . .	67,708,000	56,608,000	27,818,000
1856 . . .	94,808,000	88,522,000	45,510,000
1857 . . .	111,599,000	79,208,000	41,577,000
1858 . . .	158,676,000	119,664,000	63,871,000
1859 . . .	131,663,000	102,154,000	57,585,000
1860 . . .	108,782,000	106,078,000	37,606,000.
1861 . . .	140,902,000	109,315,000	32,795,000
1862 . . .	161,747,000	132,752,000	50,451,000
1863 . . .	142,933,000	144,876,000	60,848,000
1864 . . .	101,868,000	97,979,000	22,180,000
1865 . . .	209,648,000	131,574,000	49,422,000

The enormous increase in the production of beetroot sugar during the period represented in the foregoing table, was due chiefly to the discovery of improved means of manufacture tending to extract the utmost quantity of saccharine matter from the raw material. In the district of Valenciennes especially, the greatest efforts have been made to arrive at this result, and many manufacturers have paid large sums to chemists for bringing the latest scientific discoveries to bear upon the process. Steam power is largely employed in all the factories.

The river Scheldt, which runs through Valenciennes, is navigable as far as Cambrai, sixteen miles higher up, and there is a very considerable inland navigation, facilitated by numerous canals, with outlets to the sea at Dunkirk and at Antwerp.

*Bankers at Valenciennes.*

Branch of Banque de France.—Dupont, Deparis et Cie., with

branch at Douai.—Hamoir, Piérard et Cie.—Lefebvre et Cie., drawing upon Scott & Co., Cavendish Square, London.

*Hotels at Valenciennes.*

Hotel de Bruxelles —Du Commerce.—De Flandres.—Du Mouton Blanc.—Des Princes.



## PART VII.

## TOWNS OF FRANCE, IN ALPHABETICAL ORDER.

(Abbreviations: *dép.* department; *m.* miles; *pop.* population. The figures of population throughout are those of the census of 1861.)

**Abbeville**, small manufacturing town, *dép.* Somme, on the river Somme, 25 m. NW. Amiens, on the railway from Paris to Boulogne and Calais. Pop. 20,058. The town is neat and well built; and has, exclusive of the old Gothic church of St. Vulfran, several public buildings worthy of notice, and a public library. A fine cloth manufactory was established here, in 1669, by a Dutchman of the name of Van Robais, under the auspices of Colbert; and Abbeville has ever since continued to be distinguished as one of the most industrious towns in the north. Besides black cloths of the best quality, with serges and barracans, there are produced calicoes and stockings, sackings, packthread, cordage, and jewellery. It has also establishments for the spinning of wool, for printing and bleaching, tanneries, soap works, a glass work, and a paper manufactory. The tide rises in the Somme about 7 feet, and vessels of from 200 to 250 tons come up to the town. Being situated in the centre of a fruitful country, and communicating by railway with all the most important towns of France and Belgium, Abbeville has a considerable commerce. Bankers:—Danzel, Magnier et fils. Wuidecocq. Hotels:—Commerce. Cygne. Ecu de Brabant. Europe. Grand Hercule. Tête de Bœuf.

**Agde**.—See pp. 213-4.

**Agen**, thriving inland town, *dép.* Lot-et-Garonne, on the right bank of the Garonne, on the railway from Bordeaux to Toulouse. Pop. 17,263. The town is ill built, and the streets are narrow, crooked, and dirty. There is a fine bridge over the Garonne of eleven arches, and the situation of the town, though rather unhealthy, makes it the entrepôt of the commerce between Bordeaux and Toulouse. There is a sail-cloth manufactory, which employs above 600 work-people, and produces annually 130,000 metres of canvas for the navy: there are also manufactures of serges, printed cloths,

cottons, braziers' ware, pottery, soap, and spirits. The town is famous as the birthplace of Jasmin, 'last of the Troubadours,' who kept a hairdresser's shop in the High Street till the time of his death, in 1864. Bankers:—Annac et fils. Depeyrecave et Cie. Londie, frères. Orliac et Rolland. Hotels:—Baron. Cazanobes. Rha-mondou.

**Aigle (L')**, small manufacturing town, dép. Orne, on the Rille, 18 m. NNE. Mortagne. Pop. 5,454. Though old and surrounded by the remains of decaying walls, the town is well built, neat, and clean, and is distinguished by its industry. The needles and pins manufactured here are celebrated all over France, and it has also factories of iron and copper wire, wire-gauze, and nails. Bankers:—Bigot Samson. Geffroy et Cie. Hotels:—Aigle d'Or. Dauphin. Maure.

**Aignan (St.)**, small town, dép. Loire et Cher, on the left bank of the river Cher, 24 m. S. Blois on the railway from Tours to Bourges. Pop. 3,600. There is in the vicinity the only quarry of gun-flints in France, an article formerly of great importance, the number annually raised amounting to from 35,000,000 to 40,000,000. The town has some manufactures of cloth. Banker:—Rouet et Cie. Hotel:—Commerce.

**Aigue Perse**, small manufacturing town, dép. Puy de Dôme, 11 m. NNE. Riom. Pop. 2,697. The town has manufactures of cloth and some mineral springs.

**Aigues Mortes**, ancient sea-port, dép. Gard, 20 m. SW. Nismes. Pop. 3,865. Though now about 4 m. inland, Aigues Mortes was formerly an important sea-port, and the place where St. Louis embarked on his two expeditions to Africa. At present it is connected with the sea by a canal, which is prolonged to Beaucaire on the one hand, while it is united on the other with that of Languedoc. It is fortified, and, from its position, is an important post for the defence of the coast. Owing to the retrogression of the sea, the town is surrounded by marshes—whence its name *Aquæ Mortuæ*—and is very unhealthy. The salt lake of Peccais, in the neighbourhood, is celebrated as well for the quality as for the quantity of the salt obtained from it. Salt Merchants:—Collet et Bouлары. Gros et Conte.

**Aiguillon**, small town, dép. Lot et Garonne, at the confluence of the Lot and the Garonne, 17 m. NW. Agen, on the railway from Bordeaux to Toulouse. Pop. 3,781. The town has several starch manufactories and some trade in grain.

**Aigurande**, manufacturing town, dép. Indre, 12 m. SW. Châtre. Pop. 2,146. The town has several large cloth manufactories, and is the centre of an extensive cattle trade.

**Aix**, ancient commercial city, dép. Bouches du Rhône, formerly

the capital of Provence, in a plain at the foot of some hills, 16 m. N. Marseilles, on a short branch of the railway from Lyons to Marseilles. Pop. 27,659. The town was founded by Caius Sextius Calvinus, a Roman general, 120 years before Christ, and received the name of *Aqua Sextæ*, from its hot springs. Aix is a well built handsome town, and has a beautiful promenade, and some good squares, ornamented with fountains. Previously to the Revolution, it was the seat of a university; and it has still an academy, with faculties of theology and law, and a valuable library containing above 100,000 vols. Aix has manufactures of silk, wool, and cotton, and its industry and commerce, chiefly in oil, have materially increased within the present century. The mineral springs, from which the town took its ancient name, were accidentally discovered in 1704, and were identified by the medals, inscriptions, and other Roman monuments then dug up. The establishment of the baths is the property of the city. Bankers:—Avril, with branch at Paris. Bedarrides et Cremieu. Cézane et Cabassol. Hotels:—Croix de Malte. Europe. Palais. Paris. Princes.

**Ajaccio.**—See pp. 214–5.

**Alais**, manufacturing town, *dép.* Gard, on the little river Gardon d'Alais, at the foot of the Cevennes, 25 m. NW. Nismes, on the railway from Nimes to Clermont. Pop. 20,257. The town is ancient, but pretty well built. It has manufactures of silk ribbons, silk stockings, and gloves; with glass works, potteries, and copperas works. Besides its own products, it has a considerable trade in raw and dressed silks, oil, and grain. There are mines of iron and coal in the vicinity. Bankers:—Bonnal Rocheblave et Cie. Gaidan et Cie., with branch at Nimes. Serre-Teulon et Cie. Hotels:—Commerce. Gard. Louvre. Luxembourg.

**Albert**, small town of France, *dép.* Somme, on the Miraumont, 15 m. ENE. Amiens, on the railway from Amiens to Arras. Pop. 3,806. It has a cotton mill, with print works, bleachfields, and paper mills. In its vicinity is a cave or quarry where there are a variety of petrifications. Banker:—Munier-Prévost. Hotel:—Commerce.

**Alby**, very ancient city, *dép.* Tarn, on the left bank of the river Tarn, which is crossed by an old-fashioned bridge, 30 m. NE. Toulouse, with which it is connected by railway. Pop. 15,493. The city is situated on a hill, and has few public buildings worth notice, except the cathedral, begun in 1277 and finished in 1480. It is ill built, the houses being gloomy, and the streets narrow, crooked, and dirty. There are manufactures of coarse cloth, sacking, table linen, handkerchiefs, cottons, hats, and paper. The preparation of wood has been long carried on in the vicinity. Bankers:—Culié, fils. Mamert - Ravailhe. Hotels:—Ambassadeurs. Commerce. Europe. Voyageurs.

**Alençon**, flourishing manufacturing town, *dép.* Orne, in an extensive plain of the same name, on the Sarthe, near the southern boundary of the *dep.*, 56 m. SSE. Caen, on the railway from Caen to Tours. Pop. 16,110. The town is agreeably situated and well built; the streets are generally broad and well paved, and it has several considerable suburbs. Its manufactory of the lace, known by the name of 'Point d'Alençon,' established by Colbert, still preserves its ancient celebrity, and it has in addition manufactures of muslin, of coarse and fine linen, buckram, serges, stockings, and straw hats. There are freestone quarries in the neighbourhood, and at Hartz, a little to the W. of the town, are found the stones called Alençon diamonds, which when cut and polished are apparently little inferior, in respect of lustre, to the genuine gem. The town has a considerable commerce in hemp and grains. Bankers:—Corbière et Cie., with branch at Mans. Hommey. Vriagnault et Cie. Hotels:—Grand Cerf. Normandie. Petit Dauphin Poste. Pyramides.

**Alzonne**, small town, *dép.* Aude, at the confluence of the Lampy and the Fresquel, near the canal of Languedoc, 12 m. WNW. Carcassonne. Pop. 1,566. It has manufactures of fine cloth, caps and lace.

**Amand-les-Eaux (St.)**, one of the seats of the lace manufacture, *dép.* du Nord, on the Scarpe, 7½ m. NW. Valenciennes, on a branch of the railway from Valenciennes to Lille. Pop. 10,210. St. Amand-les-Eaux is celebrated for its mineral waters, whence its name. It is situated in a rich, well cultivated country, where the flax is produced—the so called 'lin ramé'—of which the finest laces are made. These are manufactured in the town, with woollen stockings, cotton coverlets, soap, linseed oil, and beetroot sugar. St. Amand has also distilleries and tanneries. Banker:—Nicolle. Hotels:—Mouton Blanc. Nord.

**Amand-Mont-Bond (St.)**, busy commercial town, *dép.* Cher, at the confluence of the Marmaude with the Cher, and at one of the extremities of the canal joining the Cher and Loire, on the railway from Bourges to Clermont. Pop. 8,607. The town is well built, and has manufactures of hats, wooden clogs, and leather. There are forges, cannon foundries, and porcelain manufactures in the neighbourhood. It is the most commercial town of the department. The exports consist principally of the produce of the surrounding country, timber, staves, iron, wine, chesnuts, cattle, leather, hemp, wool, and goatskins. Banker:—Bidault. Hotel:—Commerce.

**Ambert**, manufacturing town, *dép.* Puy de Dôme, on the Dore, 36 m. SE. Clermont, a little distance from the railway between Clermont and St. Etienne. Pop. 7,661. The town is well built, but the streets are narrow and crooked, and the houses being principally constructed of granite, from the adjoining mountains, have a gloomy appearance.

Ambert, and the *arrondissement* of which it is the capital, are distinguished by their industry. The town is especially celebrated for its paper for printing and engraving. There are also in the town very extensive manufactures of silk ribbons, lace, woollen cloths for the marines, called 'étamines à pavillon,' serge, linens and pins. Banker:—Celeyron. Hotels:—Paix. Tête d'Or. Voyageurs.

**Ambleteuse**, small decayed sea-port, *dép.* Pas de Calais, 6 m. N. Boulogne, near the railway from Calais to Boulogne. Pop. 726. Ambleteuse was formerly a sea-port of considerable importance, and both Louis XIV. and Napoleon I. endeavoured, by improving its harbour, to regain for it some portion of its ancient consequence. But, owing to the accumulation of sand, their efforts have had no permanent influence, and the town is now almost deserted, except in summer, when sea-bathing attracts a number of visitors. Hotel:—Grand Cerf.

**Amboise**, busy manufacturing town, *dép.* Indre et Loire, on the left bank of the Loire, 15 m. E. Tours, on the railway from Tours to Orleans. Pop. 4,570. The famous castle occupies the summit of a rock, about 90 feet in height. The town lies principally between the bottom of the castle rock and the river; but it has suburbs on an island in the river, and on its right bank. A manufacture of files and cemented steel, established at Amboise in 1780, continues to flourish, employing about 160 workmen. It consumes annually above 200,000 kilog. of fine steel, its products being estimated at 200,000 packets of files, 'dites d'Allemagne,' 50,000 dozens do. after the English fashion, 2,000 packets do. 'dites de Nuremberg,' and 6,000 'carreaux.' There is also in the town a manufacture of arms, with tanneries, and woollen factories, the latter producing coarse cloth. Bankers:—Allard-Soloman. Trouvé, père. Hotels:—Cygne. Faisan. Lion d'Or.

**Ambroix (St.)**, small manufacturing town, *dép.* Gard, 11 m. NNE. Allais, with which it is connected by railway. Pop. 4,060. There are many manufactures of silk stockings, tanneries, and nail-works. Bankers:—Lescure et Sautel. Hotel:—Commerce.

**Amiens**.—See pp. 223-4.

**Amour (St.)**, small town, *dép.* Jura, 9 m. SW. Lons-le-Saulhier. Pop. 2,343. It has a forge, a nail-work, a considerable marble-work, and a few tanneries.

**Amplepuis**, manufacturing town, *dép.* Rhone, 19 m. WSW. Villefranche, on the Paris-Mediterranean railway. Pop. 5,311. It has manufactures of linen and several cotton mills. Bankers:—Morel et Cie. Hotels:—Cheval Vert. Commerce.

**Ancenis**, rising commercial town, *dép.* Loire Inférieure, on the Loire, 21 m. ENE. Nantes, on the railway from Paris to Nantes. Pop. 4,628. Ancenis is well built, has a handsome college, an hos-

pital, and barracks. There are coal and iron mines in the neighbourhood; and the town has a considerable trade in wine, vinegar, brandy, and timber. Its port serves as an entrepôt and station for the vessels navigating the Loire. Bankers:—Guilbault et fils. Hotels:—France. Marine. Voyageurs.

**Andelys (Les)**, two small manufacturing towns, within a very short distance of each other, *dép.* Eure, one on the Seine, and the other a little inland, 10 or 11 m. E. Louviers. Pop. 5,137. The greater Andely is ill built, with narrow crooked streets; but the lesser Andely is better constructed, and close to it are the magnificent ruins of the château Gaillard. There are, at Les Andelys, manufactures of fine cloth, kerseymeres, rateens, cotton yarns, and paper, with tanneries. Banker:—Lefevre. Hotels:—France. Grand Cerf. Paris. Rouen. Trois Marchands.

**Andre-de-Cubsac (St.)**, old commercial town, *dép.* Gironde, 12 m. NNE. Bordeaux. Pop. 3,690. The town is situated at a little distance from the Dordogne, but it has a port, Cubsac, on that river. The high road from Bordeaux to Paris crosses the Dordogne at this point, and formerly, previously to the construction of railways, passengers and carriages were conveyed across in a large ferry boat. The place is now decaying.

**Anduze**, small manufacturing town, *dép.* Gard, on the river Gardon, 26 m. NW. Nismes, on the railway from Nismes to Clermont. Pop. 5,203. The town is ill built, but agreeably situated at the foot of the Cevennes, between rocks and hills planted with vines and olives. It has manufactures of hats, silk, hosiery, cloth, earthenware and glue, a silk filature, and tannery. Bankers:—Bérard, Sauvagol et Cie., with branch at Nismes. Hotels:—Cheval Blanc. Lion d'Or. Midi.

**Anet**, small but handsome town, *dép.* Eure et Loire, 9 m. NNE. Dreux. Pop. 1,406. It is principally celebrated for the ruins of its fine castle, built by Henry II. for Diana of Poitiers. There are in the environs forges and paper-mills.

**Angers.**—See pp. 224-5.

**Angoulême.**—See pp. 225-6.

**Anncy**, manufacturing town of some importance, *dép.* Haute-Savoie, at the northern extremity of the lake of the same name, 22 m. S. Geneva, on a branch of the railway from Geneva to Chambéry. Pop. 10,737. The town is pleasantly situated among hills and mountains, and is thriving and industrious, having establishments for the spinning of cotton and silk, with manufactures of earthenware and glass, vitriol, straw hats, and white iron and steel. Anncy has also several tanneries and distilleries. It is the seat of a bishopric, and is very ancient. Bankers:—Branch of Banque de France. Thyriion. Hotels:—De Genève. Savoie.

**Annonay**, thriving commercial and manufacturing town, *dép.* Ardèche, at the confluence of the Cance and the Deume, 7 m. from the Rhone, on a branch of the Paris-Mediterranean railway. Pop. 16,271. The town is agreeably situated on the elevated uneven ground between the two rivers, with suburbs on the opposite banks, and is well, though irregularly, built. There is an obelisk in honour of the celebrated aeronaut Montgolfier, a native of the place, whose descendants are still settled here, being large paper-makers. Annonay is distinguished by its manufactures, particularly by that of paper, long reckoned the best in France—hence the recommendation so frequently seen in French catalogues, of books being printed on ‘papier fin d’Annonay.’ The town has also manufactures of cloth, woollen stockings, and gloves, and establishments for the spinning of cotton and silk, part of the latter of a peculiarly fine quality, often employed in the manufacture of tulles and blondes. Many of the kid and lamb skins used in the manufacture of the Paris gloves, or ‘gants de Paris,’ are also dressed here. The town is proprietor of a large nursery; and in its vicinity is the first suspension bridge constructed in France. Bankers: Bèchetoille. Chapuis-Holtzer et Cie., with branches at Aubenas and Tournon. Giraud père, fils, et Cie. Hotels:—Du Midi. De la Pyramide. Provence. Rotonde.

**Antibes**, ancient sea-port, *dép.* Var, on the Mediterranean, 22 m. ENE. Frejus, on the railway from Toulon to Nice. Pop. 6,829. Being an important station on the side of Italy, Antibes is strongly fortified. The port, which is circular, of considerable size, and easy access, is formed by a mole projecting from the town, and in most parts is shallow; but within and near the mole there are from 15 to 18 ft. water. The inhabitants are principally employed in the fishing and curing of sardines and anchovies. Bankers:—Bourgarel, neveu. Chaix. Hotels:—Aigle d’Or et de la Poste. France. Lion d’Or.

**Antonin (St.)**, small manufacturing town, *dép.* Tarn et Garonne, in a spacious valley at the confluence of the Aveyron and the Bonnette, 22 m. ENE. Montauban. Pop. 5,152. The town has manufactures of serges and other woollen stuffs, and a considerable commerce is carried on in leather, prunes, and juniper.

**Anzin**, manufacturing town, *dép.* du Nord, 3 m. W. Valenciennes, on a branch of the railway from Valenciennes to Douay, a line belonging to a local company, known as that of the ‘Mines d’Anzin.’ Pop. 6,305. The country around Anzin, and the whole district of the ‘Bassin de Valenciennes’ (see *Valenciennes*, pp. 254–6), is the seat of the richest coal-mines in France. They have been wrought since 1734, and some of the pits are as much as 1,500 ft. in depth. The mines of Anzin, Vieux Condé, Furnes, and others in the neighbour-

hood, employ in all above 4,000 work-people, and furnish annually nearly 3,000,000 hectolitres of coal. There are also many iron-foundries and glass-works. Bankers:—Dupont. Deparis et Cie., with chief establishment at Valenciennes. Hotels:—Commerce. Delvallée.

**Apt**, manufacturing town, *dép.* *Vaucluse*, on the river Calavon, 29 m. ESE. Avignon, with which it is connected by railway. Pop. 5,785. The town is situated in a spacious valley, surrounded by hills covered with vines and olives. The walls, originally constructed by the Romans, and repaired by the old counts of Provence, still partially exist. The older streets are narrow, crooked, and the houses mean; but the more modern streets are broad and straight, and the houses comparatively good. There are manufactures of cotton and silk, of cloth, hosiery, cotton-stuffs, hats, and earthenware. Apt is famous for its confectionery. Bankers:—Aubert, frères. Bonnet. Hotels:—Alpes. Commerce. Europe. Louvre. Notre Dame.

**Aramon**, small town, *dép.* *Gard*, on the Rhone, 16 m. E. Nismes. Pop. 2,393. Aramon has a few manufactories of saltpetre.

**Arbois**, centre of a wine-growing district, *dép.* *Jura*, on the little river Cuisance, half-way between Salins and Poligny. Pop. 6,672. The town is well built, situated in a valley surrounded by hills and vineyards, which produce excellent white wines. It has a few manufactories of earthenware, rape-seed, oil, and paper, together with tanneries, and flattening mills. Banker:—Marchand. Hotels:—Europe. Pomme d'Or. Poste.

**Ar-en-Barrois**, small manufacturing town, *dép.* *Haute Marne*, on the river Aujon, 13 m. SW. Chaumont. Pop. 1,349. The town has a few woollen manufactures.

**Arcis-sur-Aube**, manufacturing town, *dép.* *Aube*, on the river Aube, at the point where it begins to be navigable, and where it is crossed by the high road from Troyes to Rheims. Pop. 2,815. The town has manufactures of woollen stockings and caps, an establishment for spinning cotton, tanneries, and is the entrepôt of the iron of the valley of the Aube, and of the wire and woodwork of the Vosges. Bankers:—Ansard. Thoyot, with branch at Bar-sur-Aube. Hotels:—Mulet. Pomme d'Or. Trois Maures.

**Ardres**, fortified town, *dép.* *Pas de Calais*, 9 m. SE. Calais, on the Northern railway. Pop. 2,277. In the vicinity of this town, in June, 1520, was held the famous meeting between Francis I., King of France, and Henry VIII., King of England. The pomp and magnificence displayed on both sides, during eighteen days that the meeting lasted, acquired for the place of rendezvous the name of the 'Champ du drap d'or,' or Field of the Cloth of Gold. Banker:—Claudon et Cie. Hotel:—France.

**Argentan**, manufacturing town, *dép.* *Orne*, on the river Orne,



22 m. N. by W. Alençon, on the railway from Paris to Mans. Pop. 5,638. The town is agreeably situated on a hill in the middle of a large and fertile plain. It is well built, and has manufactures of linen, lace—called 'point d'Alençon,'—tanneries, and bleaching grounds. Bankers:—Chapsal. Laine-Aubert. Leprince. Hotels:—Ecu de France. Lièvre. Normandie. Trois Maries.

**Argentat**, mining town, dép. Corrèze, on the Dordogne. Pop. 3,435. There are mines of coal and lead in the environs. Banker:—Chauva. Hotel:—Commerce.

**Argenteuil**, small town, dép. Seine et Oise, on the Seine, 13 m. NW. Paris, on the railway from Paris to St. Germain. Pop. 5,844. The town has a famous hospital, established by St. Vincent de Paul, and a few manufactures of woollen cloth. Fig trees are largely cultivated in the environs.

**Argentière**, or **L'Argentière**, old mining town, dép. Ardèche, on the Ligne, 20 m. SW. Privas, near the railway from Alais to Valence. Pop. 2,755. Argentière derives its name from mines of silver, wrought here in the twelfth century. It is situated on a rock in a deep valley, has narrow crooked streets, and is ill built. It has several manufactories of spun silk. Banker:—Bastide. Hotels:—Europe. France. Midi.

**Argenton**, manufacturing town, dép. Indre, on the Creuse, 16 m. SSE. Châteauroux, on the railway from Vierzon to Limoges. Pop. 4,765. Argenton is divided into two parts by the Creuse. The town has numerous tanneries, and its bleaching grounds for woollens have been long celebrated. Bankers:—Grandhomme. Pataud et Cie. Hotels:—Champ de Foire. Promenade.

**Arlanc**, small town, dép. Puy de Dome, on the Dolore, 10 m. S. Ambert. Pop. 3,960. The town has manufactures of silk, ribbons, and lace. Banker:—Boyer, fils.

**Arles**, old and thriving commercial city, dép. Bouches du Rhone, on the left bank of the Rhone, at the point where the river divides into two branches to inclose its delta, or the island of Camargue, 46 m. WNW. Marseilles, connected by railway, as well as by steamers, with Marseilles and Avignon. Pop. 25,543. The situation of the town is very fine, but most of the streets are ill built. The principal manufacture are silks. To obviate the difficulties in the navigation of the Rhone and Durance, a navigable canal has been made from the city to the sea, at Port Bouc, about 12 miles from the most easterly mouth of the Rhone, and from the city to the Durance opposite to Cadenet. Arles is also connected with the canal of Beaucaire, and consequently with that of Languedoc, which water communication, together with that of the railways, have made it the centre of a considerable and growing trade. Bankers:—Cavalier, Benezet et Cie. Gay, fils. Prunet et Cie. Hotels:—Cheval Blanc. Du Forum. Du Nord. De la Poste.

**Arles-sur-Tech**, much frequented watering-place, dép. Pyrénées Orientales, 6 m. WSW. Céret. Pop. 2,456. It has numerous hot mineral springs.

**Armentières**, busy manufacturing town, dép. du Nord, on the Lys, 13 m. NW. Lille, on the railway from Lille to Calais. Pop. 11,901. The town is well built, clean, and handsome, and has numerous cotton mills, manufactories of table-linen, mattresses, laces, and thread, with bleaching grounds, soap-works, distilleries, and refineries of salt. Large quantities of bricks, made in the environs, are exported by the Lys, and boats are built for its navigation. Armentières is also a celebrated market for seed corn. Bankers:—Perot et Cie., with chief house at Lille. Woussen-Castrique. Hotels:—Comte d'Estaing. Comte d'Egmont.

**Arnay-le-Duc**, small town, dép. Cote-d'Or, near the Arroux, 29 m. SW. Dijon. Pop. 2,537. It has manufactures of cloth, serges, and druggets.

**Arras**, old commercial and manufacturing city, dép. Pas de Calais, on the Scarpe and the Crinchon, 60 m. SE. Calais, on the Northern railway. Pop. 25,905. Arras, a fortress of the third class, is situated in the middle of an extensive and fertile plain, divided by the Scarpe into two parts. It is well built; many of the houses are of stone, and several of its squares and public buildings remarkably handsome. There are a great number of cotton mills, and manufactories of cotton stuffs, hosiery, lace, and woollen cloth, together with potteries, and works for the preparation of beetroot sugar, soap, starch, beer, and rape-oil. The Scarpe becomes navigable at this point. Bankers:—Branch of Banque de France. Coppez et Cie. Fagniez, aîné. Legrandmaison-Chartier. Hotels:—Commerce. Griffon et de l'Europe. Petit St. Pol. Univers.

**Arudy**, small town, dép. Basses Pyrénées, on the Osseau, 12 m. SE. Oloron. Pop. 1,930. It is the centre of an active and considerable trade in corn with the neighbouring valleys.

**Arvert**, commercial town, dép. Charente Inférieure, 24 m. W. Saintes, some distance off the railway from Saintes to Rochefort. Pop. 2,627. Arvert is the chief place on the peninsula of the same name, formed by the Gironde, the Seudre, and the sea. It has a considerable trade in wine, and fresh and salt fish, particularly sardines. (For details of the sardine trade, see *Quimper*, pp. 208-9.)

**Astafort**, small manufacturing town, dép. Lot-et-Garonne, on the Gers, 10 m. S. Agen. Pop. 2,434. The town has some linen manufactures.

**Aspet**, small manufacturing town, dép. Haute Garonne, 8 m. SE. St. Gaudens, on a short branch of the railway from Toulouse to Tarbes. Pop. 2,457. The town has manufactures of nails, combs, and boxwood articles.

**Aubagne**, old commercial town, *dép.* Bouches du Rhone, on the Veauve, 10 m. E. Marseilles, on the railway from Marseilles to Nice. Pop. 7,232. Aubagne consists of an old and a new town; the former built on the declivity of a hill, and the latter at its foot. In the first, the houses are small, and the streets narrow and dirty, but in the new part the houses are good, and the streets broad and well kept. It has manufactories of earthenware and paper, and tanneries; and several fairs are held annually for the sale of horses and mules. Banker:—Bistagne. Hotel:—Commerce.

**Aubenas**, rising industrial and commercial town, *dép.* Ardèche, near the Ardèche, at the foot of the Cevennes, 13 m. SW. Privas, on a branch of the railway from Valence to Alais. Pop. 8,529. The town is beautifully situated on the slope of a well-wooded hill, and is surrounded by the ruins of an old wall flanked with towers. But the interior of the town, by no means corresponds with the beauty of its situation, the streets being generally crooked, narrow, and filthy, and the houses ill built. Aubenas has manufactures of cloth, and silk, and establishments for the dressing of leather. It is the great mart for the sale of the wines and chestnuts of the department, and has also a considerable trade in raw and wrought silk, wool, and cotton. Bankers:—Bertoye, frères. Chapuis-Holzer et Cie. Vincent et Huvey. Hotels:—Europe. France. Nord. Union.

**Aubigny**, or **Aubigny-Ville**—to distinguish it from seven other places of the same name—small manufacturing town, *dép.* Cher, on the Nère, 28 m. N. Bourges. Pop. 2,654. The town has manufactures of coarse cloth, linsey-woolsey, and serges, and is the centre of a considerable trade in wool. Banker:—Jourdain. Hotels:—Croix Blanche. Ecu. Lion d'Or.

**Aubin**, old mining town, *dép.* Aveyron, 18 m. NE. Villefranche, on a branch of the Southern railway. Pop. 7,856. In the environs of this town are the burning mountains, or rather hills, of Fontagnes and Buegne, in which subterranean fires have been in action for ages. The smoke and other vapours produced by the fires deposit on the sides of the crevices of the rocks and earth, by which they make their escape, large quantities of imperfect alum and sublimated sulphur. The alum crystals being collected and refined furnish excellent alum, sufficient almost for the supply of France. The 'Compagnie minière des bassins d'Aubin' has its chief administration at Paris, 16 Place Vendôme.

**Aubusson**, manufacturing town, celebrated for its carpets, *dép.* Creuse, on the river Creuse, 20 m. SE. Gueret. Pop. 6,003. The town is picturesquely situated in a sterile country, in a narrow gorge, surrounded by rocks and mountains, and consists of one long street of good houses. The carpet manufacture of Aubusson is the

most celebrated in France, after that of the Gobelins and Beauvais. It was formerly, however, much more extensive than at present. In the early part of the seventeenth century the town is said to have contained 12,000 inhabitants, of whom upwards of 2,000 were directly employed in the carpet trade. But being mostly Protestants, the revocation of the edict of Nantes, by making the greater number emigrate to foreign countries, gave a blow to the manufacture, from which it never recovered. In 1780, it employed about 700 work-people. It languished for a long time after the Revolution; but within the last dozen years it has materially improved, and at present it employs a greater number of hands than in 1780. Bankers:—Maymat, jeune. Roby et Faure. Hotels:—Boule d'Or. Grand Monarque. Lion d'Or. St. Catherine.

**Auch**, very ancient city, dép. Gers, on the slope of a hill, on the left bank of the river Gers, 42 S. Agen, with which it is connected by a branch of the Southern railway. Auch is generally ill built, and most of the streets are narrow and crooked, but at the same time remarkably clean. There are manufactures of thread and cotton stuffs, silk ribbons and coarse cloths, with tanneries, and establishments for the spinning of wool. A considerable trade is carried on, particularly in the brandies of Armagnac. Bankers:—Baudner, père. Campardon. Claireau. Hotels:—France. Paix. Pomme d'Or.

**Audincourt**, one of the centres of the iron industry of France, dép. Doubs, on the Doubs, 3 m. SE. Montbeliard. Pop. 2,864. Audincourt is distinguished on account of its large iron-works, which furnish annually above 5,000,000 kilogrs. of bar and wrought iron. Banker:—Jacot-Surleau. Hotel:—Voyageurs.

**Aumale**, small town, dép. Seine Inférieure, on the Bresle, 14 m. ENE. Neufchatel, on the railway from Neufchatel to Amiens. Pop. 2,134. The town has manufactures of coarse cloth. There are some good mineral sources in the neighbourhood.

**Auray**, rising sea-port, dép. Morbihan, on the Auray, 11 m. W. Vannes, on the railway from Vannes to L'Orient. Pop. 3,969. The town is built on the declivity of a hill; the town-house and the parish church are worth notice. Vessels of small size come up to Auray, and the port lower down is accessible to vessels of considerable burden, and has a good deal of coasting trade. Bankers:—Hédan, fils. Jégo. Hotels:—Pavillon. Poste.

**Aurillac**, active commercial town, dép. Cantal, on the Jordane, 147 m. E. Bordeaux, on the railway from Bordeaux to Lyons. Pop. 10,936. The town is built on the declivity of a hill, and has manufactures of copper utensils, paper, lace, and tapestry, with a very considerable trade in grain, cattle and horses. Bankers:—Majonenc. Pontenay-Fontête et fils. Hotels:—Bordeaux. Commerce. Saint Pierre. Trois Frères.

**Auriol**, manufacturing and mining town, *dép.* Bouches du Rhone, on the Veauve, 15 m. ENE. Marseilles, with which city it is connected by railway. Pop. 5,047. Auriol has manufactures of wool and tapestry, and in the neighbourhood are valuable coal and copper mines. A good trade is carried on, and well frequented fairs are held on the 18th September, 3rd October, and the 6th of December, for hogs, mules, grain, and cloth. Bankers:—Bazin et Cie., with chief house at Marseille. Hotel:—France.

**Autun**, ancient city, *dép.* Saone et Loire, on the Arroux, 43 m. SW. Dijon, on a branch of the railway from Paris to Chalons. Pop. 11,897. Autun is picturesquely situated, partly on the declivity and partly on the top and at the bottom of a hill. The city is, however, neither handsome nor regular, for most part of its edifices are old, and have a mean appearance. There are two bridges over the Arroux, one of which is built on the foundations of a Roman bridge. Autun has manufactories of cotton velvet, and of textile fabrics, known as 'tapis de pied, dites marchaux,' and used for coverlets, and horse-cloths, together with hosiery and tanneries. There is a coal mine at the hamlet of Chambois, within two miles of the town. Bankers:—Alexandre-Baret. Constant, père et fils. Hotels:—De la Cloche. Saint Louis et de la Poste. Tête Noire.

**Auxerre**, manufacturing town, *dép.* Yonne, on the left bank of the river Yonne, 95 m. SE. Paris, on a short branch of the railway from Paris to Lyons. Pop. 15,081. Auxerre is agreeably situated on a hill, and its environs are charming; but with the exception of the houses along the quay and the river side, it is generally ill built, with crooked streets, and has a gloomy appearance. It has manufactures of calicoes, woollen coverlets, hosiery and caps, hats, earthenware, violin strings, and wine casks. The wines produced in the environs are much esteemed, particularly those of 'Migraine' and 'Chainette;' and a considerable trade is carried on in them, and in casks, wood, and staves. The Yonne is navigable from a little above the town. Bankers:—Challey. Dallemagne et Cie., with branches at Nevers, Sens, and Tonnerre. Desleau. Hotels:—Du Léopard. De l'Épée. La Fontaine.

**Auxonne**, fortified town, *dép.* Côte d'Or, on the left bank of the Saone, 18 m. ESE. Dijon, on the railway from Dijon to Besançon. Pop. 7,103. Auxonne ranks in the fourth class of fortified towns, being defended by works constructed by Vauban. It is well built, and the ramparts serve as pleasant promenades. There is a fine bridge across the Saone, with a levy pierced by twenty-three arches to give a passage to the water in inundations. Auxonne has manufactures of cloth, serges, and muslins. Bankers:—Bouchier. Turlin de la Mangeotte. Viallet, fils. Hotels:—Grand Cerf. Messageries. Mont Jura. Saint Nicholas. Soleil d'Or.

**Avallon**, one of the centres of the district of Burgundy wines, dép. Yonne, on the Cousin, 25 m. SSE. Auxerre, with which it is connected by railway. Pop. 5,536. Avallon is beautifully situated on a granite rock, and commands, especially from the promenade of the 'Petit Cours,' a fine view of the rich and well-cultivated valley of the Cousin. It is a handsome town, with good houses, and broad and well-kept streets, and has manufactories of cloth, paper, mustard, and porcelain. The casks and other articles of 'tonnellerie' are in high repute. The hills round the town produce excellent wine, of which it is the entrepôt; and it has also an extensive trade in corn, timber, staves, and casks. Bankers:—Bierga. Collin, fils, aîné. Roger-Couturat. Hotels:—Cheval Blanc. Lion d'Or. Poste.

**Avesnes**, fortified frontier, dép. du Nord, on the greater Elpe, 10½ m. S. Maubeuge. Pop. 3,516. Avesnes is a fortified place of the third class, considered important on account of its position, close to the Belgian frontier. The town is ill built, and dull as all fortresses. There are, however, manufactures of coarse serge, woollen hosiery, carpentry work, with tanneries, breweries, soap-works, and distilleries. A particular kind of cheese produced here is known as 'Marolles.' Bankers:—Beaumont, frères. Mailliet. Hotels:—Cloche d'Or. Nord.

**Avignon**, old commercial and manufacturing city, dép. Vaucluse, on the left bank of the Rhone, 53 m. NNW. Marseilles, on the railway from Lyons to Marseilles. Pop. 38,081. The city stands in a magnificent situation, and looks grand and imposing from the distance, but its interior aspect is extremely disenchanting, the streets being narrow, crooked, and dirty, and most of the houses very mean. Having been long the residence of the popes, Avignon is filled with churches, convents, and other religious houses, many of which, however, have now fallen into decay. Avignon communicates with the opposite bank of the river by two bridges. Since the opening of the railway from Paris to the Mediterranean, which has a station here, the trade of the city has greatly improved, and it has become the seat of several new manufactures, consisting principally of silk stuffs and velvets. There are also some woollen and cotton factories, with a cannon foundry, type foundries, dye-works, and tanneries. A good many books are printed in the town. Large quantities of madder are produced in the neighbouring country, and Avignon is the centre of the trade in this important drug, the annual exports of which amount to above nine millions of kilogrammes (see p. 76). There are thirty-three wholesale merchants dealing in madder at Avignon. Bankers:—Branch of Banque de France. Cousin et Cie. Marseille et Cie. Trouillet et Cie, with branch at Apt. Hotels:—Europe. Luxembourg. Saint-Yves. Trois Mulets.

**Avize**, one of the minor centres of the district of Champagne

wines, *dép.* Marne, 6 m. SSE. Epernay, on the Paris-Strasbourg railway. Pop. 1,874. The territory of Avize is celebrated for its vineyards, which produce large quantities of 'Champagne mousseux' of the second quality. It has an extensive trade in wine. Banker:—Verrier, *ainé*. Hotel:—Commerce.

**Avranches**, ancient sea-port, *dép.* Manche, on a hill near the river Sée, 32 m. SSW. St. Lo, and 3 m. from the sea. Pop. 8,592. Avranches is a very old town, once important, but for more than a century in a state of decay, owing to changes of the sea limits. There are a few manufactories of lace and 'blondes.' Small vessels come up the river to the bridge opposite the town, but it has little trade. Bankers:—Dupuy-Fromy et Cie., with chief house at St. Malo. Gilbert. Hotels:—Angleterre. France. Londres. Pelican de Bretagne.

**Ax**, celebrated watering-place, *dép.* Arriege, on the river Arriege, 20 m. SE. Foix, on the Southern railway. Pop. 1,679. The situation of Ax is very picturesque and romantic. It derives its fame from numerous hot mineral springs, the heat of the water of some of which approaches nearly to the boiling point. Their reputation is daily increasing, and with it the size and importance of the town.

**Ay**, one of the centres of the district of Champagne wines, *dép.* Marne, on a hill near the Marne, 15 m. S. Rheims, on the railway from Epernay to Rheims. Pop. 3,418. Ay has long been celebrated for its wine, considered among the best of the 'vins mousseux' of Champagne. There are twenty-eight wholesale wine merchants within the district of Ay. Bankers:—Lefournier et Cie., with chief house at Rheims. Hotels:—Lion d'Or. Pomme d'Or.

**Baccarat**, manufacturing town, *dép.* Meurthe, on the Meurthe, 16 m. SE. Luneville, with which it is connected by railway. Pop. 4,121. Baccarat is the seat of the principal manufacture of flint glass or crystal in France. It was established so far back as 1764, but did not attain to any considerable eminence till after the peace of 1815, when a manufacture carried on at Voniche in Belgium came to be transferred to this place. Baccarat has also cotton mills, and good wine is grown in the neighbourhood. Bankers:—Jambois-Husson et Cie. Hotels:—Grégoire. Pont.

**Badonviller**, manufacturing town, *dép.* Meurthe, on the Blette, 20 m. ESE. Luneville, near the Eastern railway. Pop. 2,711. The town has a manufactory of awls, which turns out about 1,000,000 a year, and produces also woollen and cotton fabrics, notably woollen stockings. Hotels:—De Nancy.

**Bagnères-en-Bigorre**, ancient and celebrated watering-place, *dép.* Hautes Pyrénées, on the left bank of the Adour, in a delightful situation at the entrance to the valley of Campan, and the foot of a finely

wooded hill, 13 m. SSE. Tarbes. Pop. 9,169. Bagnères is the Bath or Cheltenham of France, and is indebted for its celebrity and importance to its hot mineral springs, which were known and resorted to by the Romans. The waters have no peculiar taste, but are aperient and tonic. During spring and autumn the town is crowded with invalids and pleasure-hunters from most parts of France, and by many foreigners, particularly from Russia and the United Kingdom. The town has not been built on any regular plan, but has increased with the growing influx of visitors. Bagnères has manufactures of woollen fabrics, known as 'Barèges,' and produces also linen, crape, and paper. Banker:—Vincent. Hotels:—Bon Pasteur. France. Frascati. Grand Soleil. Londres. Paris.

**Bagnols**, or **Bagnols-sur-Ceze**.—to distinguish it from five other places of the same name—small manufacturing town, dép. Gard, near the Ceze, on a rock 25 m. NNE. Nismes. Pop. 5,060. The town is generally ill-built, but has some good modern houses, with manufactures of silk, dye works, and tanneries. Banker:—Merle. Hotel:—Commerce.

**Bailleul**, active industrial town, dép. du Nord, on a hill near the Meterbecque, 16 m. WNW. Lille, on the railway from Lille to Dunkirk. Pop. 10,102. The town is open, and generally well built; it has various manufactories of cloth, cotton and lace, paper and hats, with a large distillery, oil-mills, tanneries, and potteries. A species of cheese called 'Bailleul,' made in the environs, is highly esteemed. Banker:—Legrand. Hotel:—Faucon.

**Bain**, small town, dép. Ille et Vilaine, 18 m. S. Rennes, on the railway from Rennes to Nantes. Pop. 3,490. It has manufactures of serges and woollen stuffs.

**Bapaume**, small but flourishing manufacturing town, dép. Pas de Calais, 15 m. SSE. Arras, on the Northern railway. Pop. 3,149. The town, which must be distinguished from another of the same name, three miles from Rouen, is neat, well laid out, and well built. There are manufactures of woollens, calicoes, and other cotton stuffs, and of fine thread used in the manufacture of a species of lace, carried to the markets of Lille and Amiens. In the neighbourhood are several beetroot factories. Bankers:—Croisille-Lancien. Parel. Hotel:—Pas de Calais.

**Bar**, or **Barr**, fortified town, dép. Bas-Rhin, 19 m. SW. Strasbourg, on a branch of the railway from Strasbourg to Colmar. Pop. 1,005. Bar is situated at the foot of the Vosges, surrounded by hills planted with vineyards. An explosion of the arsenal, in 1794, destroyed the greater part of the houses, so that it is now almost new. It has some manufactures, and a considerable trade in wine, spirits, corn, and cattle. Hotels:—Brocket. Couronne.

**Bar-le-Duc**, manufacturing town, dép. Meuse, on the Ornain, 128 m.



E. Paris, on the Paris-Strasbourg railway. Pop. 14,922. The town stands partly on the summit and declivity, and partly at the foot of a hill. Its castle, of which only the ruins now remain, was burnt down in 1649, and its fortifications were dismantled in 1670. The lower town, traversed by the Ornain, over which there are three stone bridges, is the best built, and is the seat of manufactures and trade. The establishments for spinning cotton produce annually about 500,000 kilogs. yarn; and there are manufactories of cotton stuffs, handkerchiefs, hosiery, hats, and jewellery, with tanneries and works for dyeing Turkey-red. The railway, as well as the river Ornain, which is navigable from the town, furnish great facilities for forwarding timber, wine, and other articles, for the supply of Paris. Its 'confitures de groseilles' are famous throughout France and largely exported. Bankers:—Branch of Banque de France. Gallois-Oudin et Cie. Varin-Bernier. Hotels:—Cygne et Lion d'Or. De la Gare. Grand Cerf. Rose d'Or. Voyageurs.

**Bar-sur-Aube**, busy commercial town, dép. Aube, on the right bank of the Aube, 28 m. E. Troyes, on the Eastern railway. Pop. 4,727. The town is agreeably situated at the foot of a fountain, in a fine valley; but is generally ill laid out and ill built. It was formerly much more considerable than at present. Bar-sur-Aube has a few manufactures of cotton, cotton hosiery, and serges; with nailworks, tanneries, and distilleries. The vineyards in its neighbourhood produce white and red wines, which are held in good estimation. Bankers:—Masson. Petit et Mongin. Thoyol. Hotels:—Commerce. Trois Saints.

**Bar-sur-Seine**, commercial town, dép. Aube, on the Seine, 19 m. SE. Troyes, on the railway from Paris to Mulhouse. Pop. 2,770. The town is situated in the middle of rich vineyards, at the extremity of a narrow valley. It is well built, and has some fine promenades on the banks of the Seine, which is here crossed by a handsome stone bridge. There are manufactories of paper, cotton, hosiery, cutlery, and tanneries. A very active trade is carried on in the corn and wine of the neighbourhood. Bankers:—Breton, fils et Cie. Gombault. Quaniaux. Hotels:—De l'Écu. De la Fontaine.

**Barbentane**, small town, dép. Bouches du Rhone, near the confluence of the Durance and the Rhone, 4 m. SW. Avignon, on the railway from Lyons to Marseilles. Pop. 3,050. The environs produce excellent wine.

**Barbezieux**, commercial town, dép. Charente, on the old road from Angoulême to Bordeaux, 21 m. SW. Angoulême. Pop. 3,878. The town is advantageously situated on the declivity of a hill, at the extremity of an extensive and fertile plain. It is well built, and has manufactures of coarse linen and linen yarn, and some trade in wine, corn, cattle, and poultry. The 'chapons truffés'

of Barbezieux are highly esteemed. Bankers:—Grilland. Mallet. Arnaud. Hotels:—Commerce. Mousseron.

**Barcelonette**, handsome little town, *dép.* Basses Alpes, on the Ubaye, 30 m. NE. Digne. Pop. 2,426. Barcelonette is beautifully situated in a fine valley at the foot of the Alps, about 3,800 ft. above the level of the sea. It consists principally of two main streets, which intersect each other at right angles. There are manufactures of silk, linen, and woollen goods. Bankers:—Grassier, père et fils. Hotels:—Lion. Monjardin.

**Barèges**, or **Barèges les Bains**, celebrated watering-place, *dép.* Hautes Pyrénées, 12 m. SSW. Bagnères-de-Bigorre. It is situated in the narrow valley of the Bastan, in the centre of the Pyrenees, about 4,200 ft. above the level of the sea. The valley is gloomy and desolate, being annually devastated by the torrent, or Gave of Bastan, which frequently threatens destruction to the town. It is frequented on account of its hot baths, the most celebrated in Europe for the cure of scrofula, gout, rheumatism, and the effect of wounds. In consequence of this latter property, Barèges is much resorted to by the military, and an hospital is provided for their use capable of accommodating 500 officers and men. The baths did not attain to celebrity till the reign of Louis XIV., when they were visited by Madame de Maintenon and the Duc de Maine. The springs, like those in the other Pyrenean departments, are under the control of government. The supply of water being sometimes insufficient for the demand, it is distributed with the strictest impartiality. The temperature of the water reaches 10 Reaumur; it has a disagreeable smell and taste. The season begins at the end of May, and ends at the beginning of October. The town, after the latter period, is entirely, or all but entirely, deserted.

**Barfleur**, decayed sea-port, *dép.* La Manche, 16 m. E. Cherbourg. Pop. 1,304. The harbour of Barfleur, which was once crowded with shipping, is now choked up with sand. There is, however, still a small export trade in eggs, cider, and vegetables.

**Bargemont**, small town, *dép.* Var, 7 m. NNE. Draguignan. Pop. 1,870. Bargemont stands in a beautiful situation, on a hill covered with vines and olives, and sheltered by mountains. It has very little trade, there being no railway nearer than Draguignan.

**Barjols**, small but busy manufacturing town, *dép.* Var, 12 m. NNW. Brignolles. Pop. 3,435. Barjols has manufactories of silk, paper, and earthenware, together with distilleries and tanneries.

**Barsac**, one of the centres of the district of Bordeaux wines, *dép.* Gironde, on the Garonne, 21 m. SE. Bordeaux, on the railway from Bordeaux to Cette. Pop. 2,959. Barsac is famous for its white wines; they are of the same class, and sell for about the same price, as those of Sauterne, differing therefrom chiefly by possessing less

'bouquet' and more alcohol. Barsac itself is a very quiet place, and the greater part of its trade goes through Bordeaux.

**Bas-en-Basset**, small manufacturing town, *dép.* Haute Loire, on the Loire, 12 m. N. Issengaux. Pop. 3,189. It has manufactures of lace, silk ribbons, and earthenware. Hotel:—Lion d'Or.

**Bassée (La)**, rising industrial town, *dép.* du Nord, 14 m. W. Lille, on the canal of the same name which communicates with St. Omer, Calais, and Dunkirk. Pop. 2,985. La Bassée has establishments for spinning cotton and combing wool, with soap-works, distilleries, and potteries. Owing to its position, it is the *entrepôt* of the *arrondissements* of Bethune and St. Pol, and has, in consequence, a considerable trade. Bankers:—Preys, Bellot et Cie., with branch at Bethune. Hotels:—Commerce. Largent.

**Bacqueville**, small town, *dép.* Seine Inférieure, on the Vienne, 10 m. SSW. Dieppe. Pop. 2,974. It has a few manufactures of linen and serge.

**Bastia**.—See pp. 215–17.

**Baume-les-Dames**, busy commercial town, *dép.* Doubs, on the Doubs, 18 m. NE. Besançon, on the railway from Besançon to Strasbourg. Pop. 2,577. Baume-les-Dames—so-called from a nunnery formerly here, competing with the monastery of Baume, at present known as Baume-les-Messieurs—is a handsome little town, finely situated in a valley formed by hills planted with vines. It has a few paper-mills and tanneries, and a considerable trade in wines. Hotels:—Commerce. Couronne.

**Baugé**, manufacturing town, *dép.* Maine et Loire, on the Couanon, or Couernon, 23 m. ENE. Angers. Pop. 3,546. The town is agreeably situated in a fine valley, and has some good houses, but it is built with the greatest irregularity. It has manufactures of cloth and coarse linen. Bankers:—Roche. Hotels:—Boule d'Or. France. Lion d'Or. Poste. Grand Turc.

**Baux**, small town, *dép.* Bouches du Rhone, 10 m. NE. Arles. Pop. 610. Baux stands on the summit of a steep hill, and is conspicuous for the ruins of its castle, formerly the residence of the counts of Baux. It has some trade in agricultural produce.

**Bavay**, very ancient town, *dép.* du Nord, 13 m. ESE. Valenciennes, on the Northern railway. Pop. 1,046. The streets of Bavay are neat and clean; and it has manufactories of iron plates and of agricultural implements, with tanneries. Bankers:—Delhayé et fils. Hotels:—Boule Rouge. Faisan. Grand Cerf.

**Bavilliers**, manufacturing village, *dép.* Haut-Rhin, 3 m. N. Belfort. Pop. 810. A cotton factory here employs from 350 to 400 hands.

**Bayel**, manufacturing village, *dép.* Aube, on the river Aube, and the Eastern railway. Pop. 861. Here are several large potteries and glass manufactories.

**Bayeux**, commercial and manufacturing town, *dép.* Calvados 17 m. W. by N. Caen, on the Western railway. Pop. 9,483. Bayeux is a very ancient city, and, with the exception of the principal street, is meanly built, with narrow and crooked streets. The fortifications by which it was formerly surrounded have almost entirely disappeared, and it has been enlarged by the junction of several suburbs. In the ancient episcopal palace, now the *Hôtel de Ville*, is preserved the famous 'tapisserie de Bayeux,' representing the principal incidents in the history of the conquest of England by William the Conqueror. It is supposed to have been executed by Matilda, the Conqueror's wife, or by the empress Matilda, daughter of Henry I. It consists of a linen web 214 ft. in length and 20 in. broad; and is divided into 72 compartments, each having an inscription indicating its subject. The figures are all executed by the needle, and it is valuable alike as a work of art of the period referred to, and as correctly representing the costume of the time. This remarkable monument narrowly escaped destruction during the Revolution. The lace manufactures in the town and neighbourhood employ a large number of females; there are also manufactures of table linen, calicoes, serges, hats, and earthenware, with establishments for cotton spinning. The country round is undulating, and affords good pasturage. Large quantities of excellent butter are made in the vicinity, sent partly to Paris, and partly shipped for the French colonies. Bankers:—Douesnel et Frestel. Mulot. Lefranc et Cie. Vaussy. Hotels:—Grand Hôtel. Lion d'Or. Luxembourg.

**Bayonne**, sea-port and fortress, *dép.* Basses Pyrénées, at the confluence of the Neve with the Adour, about 4 m. from the embouchure of the latter, on the railway from Paris to Madrid. Pop. 25,011. Bayonne is divided into three nearly equal parts, which communicate by bridges. On the left bank of the Neve is Great Bayonne; on the right bank of that river, and the left bank of the Adour, is Little Bayonne; and on the right bank of the Adour, in the *dép.* Landes, is the suburb of St. Esprit, joined by a long wooden drawbridge to the rest of the town. About two-thirds of the population of the suburb of St. Esprit consist of Jews, most of whose ancestors were, at different times, expelled from Spain. Bayonne has yards for the building of ships of war and merchantmen, with distilleries, sugar refineries, glass works, and factories of cream of tartar, chocolate, and liqueurs. Exclusive of these articles, the Adour brings down supplies of timber, masts, pitch and tar, cork, and other articles, from the Pyrenees, many of which are largely exported. The hams of Bayonne have long enjoyed a high celebrity, as well as its wines and brandies. Bankers:—Detroyat. Garcia. Junca et Cie. Lairilhe et Cie. Miramon et Laffargue. Hotels:—De la Bilbaina. Espagne. Europe. France. Des Grands d'Espagne. Pyrénées. St. Etienne.

**Bazas**, active commercial town, *dép.* Gironde, on a steep rock, at the foot of which runs the river Beuve, 33 m. SSE. Bordeaux. Pop. 4,560. Bazas is very old and very ill-built. It has a large salt-petre manufactory, a glass-work, tanneries, and an important trade in wine, timber, cattle, and agricultural produce. Hotels:—Cheval Blanc. Grand Hotel.

**Beat (St.)**, small town, *dép.* Haute Garonne, on the Garonne, 13 m. S. St. Gaudens. Pop. 1,363. The town is entirely built of marble furnished by the neighbouring quarries; but being situated in a narrow valley, between mountains which conceal the sun for a part of the day, it is nevertheless very gloomy. It is the entrepôt of the produce of the contiguous valley of Arran, in Spain.

**Beucaire**, important commercial town, *dép.* Gard, on the right bank of the Rhone, opposite to Tarascon, 14 m. E. Nîmes, on the railway from Nîmes to Avignon. Pop. 9,544. As a town, Beaucaire is not remarkable, and has little worth notice; but its command of internal communication, afforded by the railway from Lyons to Marseilles, with the branch line to Cette, as well as the navigation by the Rhone and the canal of Beaucaire, which unites with the canal 'du Midi,' make it favourably situated for an entrepôt. It has acquired great celebrity from its annual fair, instituted six and a half centuries ago, in 1217, which commences on the 22nd and finishes on the 28th July. This was formerly the greatest of European fairs, and though much fallen off, it is still attended by a vast concourse of people, not from France only, but also from Germany, Switzerland, Italy, Spain, and the Levant. Almost every article of merchandise which the commerce of the world produces is to be met with at this fair. The influx of visitors in former times often amounted to nearly 100,000, and the business done exceeded 150 millions of francs; but there has been a great falling off since railways revolutionized traffic, and the present value of the commercial transactions amounts to little more than 30 millions of francs. The accommodations in the town and at Tarascon not being nearly sufficient for the great and sudden influx of strangers to the fair, large numbers of them are lodged in tents and other temporary erections in the meadows where the fair is held, along the Rhone. All bills due at the fair are presented on the 27th, and protested on the 28th of July. A tribunal, instituted for the purpose, takes cognisance of and immediately settles all disputes that grow out of transactions at the fair. Detachments from the garrisons of Nîmes and Tarascon assist in keeping order, and everything is conducted with the greatest regularity. The prefect of the *dép.* is always present, and entertains the leading merchants. Bankers:—Capillery. Serre. Teulon et Cie., with branches at Nîmes and Alais. Hotels:—De l'Europe. Grand Jardin. Luxembourg.

**Beaufort**, mining town, dép. Savoy, near the Doron, 30 m. ENE. Chambéry. Pop. 2,750. Within the town district and in the neighbourhood are extensive mines of coal, copper, and lead, the latter containing silver.

**Beaufort**, or **Beaufort-en-Vallée**, small manufacturing town, dep. Maine et Loire, near the river Couesnon, 16 m. E. Angers. Pop. 5,260. The town has manufactures of cloth canvas, and coarse linen, and a considerable trade in wine. Banker:—Reignier. Hotel:—Lion d'Or.

**Beaugency**, manufacturing and commercial town, dép. Loiret, on the right bank of the Loire, 16 m. S.W. Orleans, on the railway from Orleans to Tours. Pop. 5,052. Beaugency is a very ancient town, and was formerly surrounded by walls, flanked with towers and bastions, part of which are still standing, the rest having been pulled down and converted into promenades. It has manufactures of cloth, distilleries, and tanneries, and a considerable trade in wine, corn, and wool. Bankers:—Dubain-Lecompte. Jacques et fils. Hotels:—Collier d'Or. De l'Écu. St. Etienne.

**Beaujeu**, flourishing commercial town, dép. Rhone, on the Ardère, 30 m. NNW. Lyons, with which it is connected by railway. Pop. 3,993. Beaujeu is situated at the foot of a hill, on the top of which are the ruins of an old castle. It has manufactures of casks and lanterns, and is the entrepôt of all the products exchanged between the Saone and the Loiret, carrying on, especially, a great trade in wine. Banker:—Godard. Hotel:—Commerce.

**Beaulieu**, or **Beaulieu-sur-Mémoire**, small town, dép. Correze, on the Dordogne, 22 m. S. Tulle, on the railway from Tulle to Figeac. Pop. 2,378. Some good wine is grown in the district, and exported in considerable quantities. Hotels:—Limoges. Saumon. Voyageurs.

**Beaumont-de-Lomagne**, thriving industrial town, dép. Tarn et Garonne, on the Gimone, 21 m. SW. Montauban, on the railway from Montauban to Tarber. Pop. 4,570. The town is alike remarkable by the regularity of its plan, the neatness of its houses, and the beauty and fertility of its territory. It is built round a spacious square, and its streets, which are broad and straight, intersect each other at right angles. It has manufactories of coarse cloth, hats, and tanneries.

**Beaumont-le-Vicomte**, or **Beaumont-sur-Sarthe**, manufacturing town, dép. Sarthe, on the Sarthe, 17 m. N. Mans, on the Western railway. Pop. 2,184. The town has manufactures of druggets and other descriptions of woollen cloth, and a considerable trade in corn and fat geese. Banker:—Lecomte. Hotels:—Commerce. Grand Turc. Poste.

**Beaumont-sur-Oise**, manufacturing town, dép. Seine et Oise,

21 m. N. Paris, on the Northern railway. Pop. 2,431. The town stands on a hill, and has glassworks, and a manufactory of saltpetre. Hotels:—Paôn. Quatre fils d'Aymon.

**Beaune**, one of the chief centres of the district of Burgundy wines, dép. Côte d'Or, at the foot of a hill which produces excellent wine, on the small river Bouzeoise, 20 m. SSW. Dijon, on the railway from Paris to Lyons. Pop. 10,719. The town is well built; its streets are broad and straight, and it is watered by the fountain 'de l'Aigue.' It produces cloth, cutlery, leather, vinegar, casks, and has dye-works and large nurseries of fruit trees. But the principal celebrity of Beaune is derived from its being the centre of the trade in the wine that bears its name, comprising the best of the second growths of Burgundy. Bankers:—Picard aîné. Villiard. Hotels:—Arbre d'Or. Chevreuil. France. Poste.

**Beaupreau**, small manufacturing town, dép. Maine et Loire, on the Evre, 28 m. SW. Angers. Pop. 3,821. It has manufactories of woollen cloth and flannel, with dye-works and tanneries. Hotels:—France. Voyageurs.

**Beausset**, small manufacturing town, dép. Var, 9 m. NW. Toulon, near the railway from Toulon to Marseille. Pop. 2,992. Beausset has factories of hats and tiles, with tanneries, and a considerable trade in oil, wine, spirits, soap, and coarse cloth and linen.

**Beauvais**, active manufacturing town, dép. Oise, on the Thérain, where it is joined by the Avélon, in a valley surrounded by wooded hills, 42 m. N. by W. Paris, on a branch line of the railway from Paris to Boulogne. Pop. 15,364. Beauvais is a very ancient city, and has undergone many vicissitudes. So late as 1803 it was surrounded by ramparts and ditches, but these have been since levelled, and converted into agreeable promenades. It has numerous manufacturing establishments, and is specially known for producing a sort of flannel called 'molleton.' Much cloth is made of a medium quality. There is also a government manufactory of tapestry, established in 1664, and which is open to the public every day. Some of the manufactures of Beauvais, such as those of printed cottons, have much fallen off; but the art of dyeing is still successfully practised, and there are extensive bleach-fields, with flour mills and tanneries. The trade of Beauvais is extensive. Large quantities of corn, and of linen, called 'demi Hollande,' manufactured in the vicinity, are disposed of in its markets. Bankers:—Bellon et Cie. Feuquère. Benoist et Cie. Gromard. Hotels:—Angleterre. Chapeau Rouge. Cygne. Ecu de France. Trois Piliers.

**Beauvoir**, or **Beauvois-sur-Mer**, ancient seaport, dép. Vendée, opposite to the Island of Noirmutier, about three miles from the sea, with which it is united by a canal. Pop. 2,616. Vessels of from 60 to 80 tons come up to the town, to load with corn and salt,

produced in the salt marshes in the vicinity. The sea, in ancient times, came up to the walls of the town.

**Begard**, small town, *dép.* Côtes du Nord, 3 m. NW. Guingamp. Pop. 4,182. The town has some trade in agricultural produce.

**Belfort**, strongly fortified town, *dép.* Haut-Rhin, on the Savoureuse, 38 m. SSW. Colmar, on the railway from Mulhouse to Besançon. Pop. 8,101. Belfort consists of two parts—the high and low town. It is well built, and has iron-foundries, with manufactories of iron wire, printed calicoes, hats, and paper. It is likewise the staple of a great part of the trade of the central districts of France with Germany and Switzerland. Bankers:—Juteau, frères et Cie. Royer. Saglio-Haas. Hotels:—Ancienne Poste. Canon d'Or. Chasse. Messageries. Tonneau d'Or.

**Bellac**, active commercial town, *dép.* Haute Vienne, on the declivity of a steep hill, near the confluence of the Vincou and the Gartempe, 24 m. NNW. Limoges. Pop. 3,633. The town has manufactures of cloth, hats, and leather, and a considerable trade in cattle, oak timber, and chestnuts. Bankers:—Courivaud. Gasseud. Vedal, fils. Hotels:—Commerce. Valery.

**Belle-fontaine**, manufacturing village, *dép.* Vosges, 7 m. W. Remiremont, on the Eastern railway. Pop. 2,566. Belle-fontaine has manufactures of cotton goods and cutlery, and a great industrial establishment, called the 'Usine du Blanc Murger,' producing elastic mattresses, articles in steel, and ironmongery ware.

**Bellême**, commercial town, *dép.* Orne, on a hill which commands the environs near the forest of the same name, 22 m. ESE. Alençon. Pop. 3,156. The houses of Bellême are well built; streets straight, neat, and well paved. The town has manufactories of coarse linens and cottons, and a considerable trade in wood and in horses. Bankers:—Tuffier, père. Hotels:—Croix d'Or. Etoile. Trois Marchands.

**Belleville-sur-Saône**, thriving commercial town, *dép.* Rhone, on the Rhone, 8½ m. N. Villefranche, on the Paris-Mediterranean railway. Pop. 3,052. The town has manufactories of mustard and vinegar, and a very extensive trade in grain and wine, of the latter especially the 'vins du Maçonnais.' There are eleven wholesale wine merchants. The port of Belleville is the best on the Saône.

**Belley**, small town, *dép.* Ain, between two hills, within 4 m. of the Rhone, 42 m. E. Lyons, on the railway from Lyons to Geneva. Pop. 4,786. Belley has a few silk manufactures, and a good trade in timber and cattle, most of the latter being imported from Switzerland. Bankers:—Deloguy et Ducoté. Rive. Hotels: Bandol. Tissot.

**Belves**, thriving industrial town, *dép.* Dordogne, 14 m. SW. Sarlat, on the railway from Périgueux to Agen. Pop. 2,506. The



town has mills for extracting oil from nuts, and its numerous fairs and markets are well frequented. Bankers:—Raffet, fils. Roche. Hotel:—Commerce.

**Belpech**, small town, *dép.* Aude, at the confluence of the Lers and the Vixiege, 15 m. SW. Castelnaudary, near the railway from Cette to Bordeaux. Pop. 2,482. The town has a manufactory of cloth, and some trade in corn and flour.

**Bergerac**, manufacturing town, *dép.* Dordogne, in an extensive and fertile plain, on the Dordogne, 27 m. SSW. Périgueux, on a branch of the railway from Bordeaux to Périgueux. Pop. 12,116. The town is neat, well laid out, and generally well built and thriving. It has a magnificent bridge of five arches over the Dordogne, and some fine promenades. Excellent paper is made here; and there are manufactures of different sorts of iron and copper goods, serges, hosiery, hats, and earthenware, with tanneries, distilleries, and iron-foundries. It has active intercourse with Bordeaux and Libourne, and is the principal entrepôt for the trade of the district. Bankers:—Baret et Gadounet. Bourson. Conil et Cie. Laurens et Gravier. Hotels:—Cheval Blanc. Princes. Voyageurs.

**Bergues**, fortified town, *dép.* du Nord, at the foot of a hill, on the Colme, 5 m. SSE. Dunkirk, on the railway from Dunkirk to Lille. Pop. 6,022. Bergues is very strongly fortified, and has the means of laying the adjoining plain under water. Though old, it is well built. It has distilleries, refineries of salt and sugar, with potteries, and manufactories of soap and tobacco. A canal, 8,701 mètres long, connects Bergues with the port of Dunkirk. Owing to its favourable situation, it is the entrepôt of the corn, cheese, and lace produced in the adjoining country. Bankers:—Dekester et Cie. Hotel:—Commerce.

**Bernay**, flourishing commercial town, *dép.* Eure, on the Charentonne, 26 m. WNW. Evreux, on the Western railway. Pop. 7,566. Bernay is a thriving town, and has latterly been a good deal improved. It has manufactures of woollen goods, linens, cotton yarn, paper, and wax, with bleach-fields and tanneries. There is a station on the railway from Paris to Cherbourg, and a branch line runs from Bernay to Elboeuf and Rouen. The greatest of the French fairs for horses is held here on the Wednesday in the fifth week of Lent. It is often attended by from 40,000 to 50,000 jockeys, amateurs, and other individuals, some of them from great distances. There is an immense show of Normandy horses. Bankers:—Fouénard. Gonord, frères. Hourdet. Hotels:—Cheval Blanc. Cygne. France. Lion d'Or. Maure. Palais Royal.

**Berre**, small town, *dép.* Bouches du Rhone, on the E. side of the lagune of Berre, 16 m. NW. Marseilles, on the railway from Marseilles to Avignon. Pop. 2,091. Berre is agreeably situated,

and is regularly built, but the vicinity of the lagune makes it unhealthy. It has some trade in wine.

**Besançon.**—See pp. 226-7.

**Besse**, small town, *dép.* Puy de Dôme, 20 m. SSW. Clermont. Pop. 1,916. The town is built of basalt, in the middle of a volcanic country, and the environs have many so-called natural curiosities. Besse has a considerable trade in cattle and cheese.

**Bessines**, small town, *dép.* Haute Vienne, on the Gartempe, 10 m. E. Bellac. Pop. 2,590. The town has some trade in cattle and agricultural produce.

**Bethune**, thriving commercial town, *dép.* Pas de Calais, on a rock, at the foot of which runs the little river Brette, 18 m. NNW. Arras, on the railway from Paris to Calais. Pop. 8,264. The town is well fortified, by works partly constructed by Vauban, on the plan of an irregular triangle, the citadel, which is isolated, occupying one of the angles. It has manufactures of linen and cloth, breweries, and a considerable trade in coal—found in the district—beet root sugar, and rape oil, the canal of the Lave, which unite with the Lys, as well as the railway, greatly facilitating its trade. Bankers:—Belot et Cie. Decroix et Cie. Hotels:—France. Lion d'Argent. Lion d'Or. Nord. Pas de Calais.

**Beziers**, manufacturing and commercial town, *dép.* Herault, agreeably situated on a fertile hill in a rich country, at the junction of the 'Canal du Midi' with the Orb, and of the railways from Cette to Toulouse, and from Narbonne to Carcassonne, 38 m. SW. Montpellier. Pop. 24,270. At a distance Beziers has a fine appearance, but on entering the beauty vanishes. The houses are mean, and the streets narrow and crooked. Its citadel has been demolished; but it is still surrounded by old walls, flanked with towers, round which is a newly planted promenade. It produces silk stockings, dimities, parchment, verdigris, starch, gloves, glass, and highly-esteemed sweetmeats; but it is principally distinguished by its distilleries, which are extensive, and produce brandy, little if at all inferior to that of Cognac. Its situation makes it the centre of a considerable trade. Bankers:—Bellotiny et Cie. Crozals, frères. Lagarrigue, aîné. Hotels:—Commerce. Midi. Nord. Des Postes.

**Biarritz**, maritime town, *dép.* Basses-Pyrénées, 5 m. S. Bayonne, on a rocky slope, overhanging the Bay of Biscay, on the Southern railway. Biarritz has acquired fame in recent years as a watering place; but it seems also destined to become a shipping port, for by decree of the emperor Napoleon III., dated May 23, 1863, the construction of a harbour was ordered, at a preliminary expenditure of 2,000,000 francs, or 80,000*l.* Hotels:—Ambassadeurs. Angleterre. Dumont. France. Impérial. Princes. Villa Suisse.

**Bidache**, manufacturing town, *dép.* Basses Pyrénées, on the

**Bidouze**, 18 m. E. Bayonne. Pop. 2,706. Gloves, nails, and earthenware are manufactured here. In the neighbourhood are good quarries.

**Billom**, small town, dép. Puy de Dôme, on a hill, 14 m. ESE. Clermont. Pop. 4,600. Billom is one of the most ancient towns in Auvergne. It has been long famous for its manufactures of porcelain and pottery, which produce works of high art. Hotel:—Voyageurs.

**Bischwiller**, thriving industrial town, dép. Bas Rhin, on the Moder, 15 m. N. Strasburg, on the railway from Strasbourg to Wissembourg. Pop. 8,780. The town was once fortified; but the works were destroyed in 1706. It manufactures coarse woollen and linen cloths, woollen gloves, pottery, tiles, and bricks, and has woollen mills, madder mills, and tanneries. Banker:—Ehrer. Hotels:—Agneau. Bœuf. Lion d'Or.

**Bitche**, strongly fortified town, dép. Moselle, at the foot of the Vosges, 15 m. ESE. Sarguemines. Pop. 2,965. The population of the town is declining. The fortress or citadel stands on an almost inaccessible rock rising from the middle of the town. The interior of the rock is vaulted and casemated; the fort mounts 80 pieces of cannon, may be garrisoned by 1,000 men, is well supplied with water, and is looked upon as next to impregnable. The town, formerly called Kaltenhausen, is built at the foot of the rock, surmounted by the citadel, near a large shallow lake or mere, where the Horne has its source. It produces different sorts of fine pottery. The glass-works of Munsthal, in the vicinity, furnish flint glass of the value of 600,000 francs a year. Banker:—Lautenschlager. Hotel:—Aubry.

**Blain**, rising commercial town, dép. Loire Inférieure, near the right bank of the Isac, 22 m. NNW. Nantes, on the railway from Nantes to L'Orient. Pop. 6,781. The town is chiefly inhabited by Protestants, descendants of the old Huguenots, and has several manufactories of chemical products, with a considerable trade in timber, grain, and cattle.

**Blamont**, manufacturing town, dép. Meurthe, on the Vezouse. Pop. 2,800. The town produces yarn for hosiery, and has considerable tanneries. Bankers:—Mezières et fils. Hotels:—Arbre Vert. Cheval Blanc. Croix d'Or. Soleil.

**Blanc (Le)**, ancient town, dép. Indre, on the Creuse, in a pleasant situation, 33 m. WSW. Chateauroux, on the railway from Paris to Bordeaux. Pop. 5,882. The town is divided by the river into two parts, called the high and low towns; both are ill built, particularly the former, the streets of which, besides being narrow and crooked, are also precipitous. Le Blanc is a very ancient place, and was often frequented by the Roman legions. The road from Le Blanc to St. Savin is still called the 'Levée de César.' The town

has a few linen manufactories. Bankers:—Chedeau et Maurat. Hotel:—Roullin.

**Blaye**, sea-port and fortified town, *dép.* Gironde, on the right bank of the Gironde, 34 m. NNW. Bordeaux. Pop. 4,972. A railway, which has its terminus on the opposite bank of the river, connects Blaye with Bordeaux. Blaye is divided into the high and low towns; the former, however, consists chiefly of the castle or citadel, built on a rock commanding the Gironde. The river is here about  $2\frac{1}{2}$  m. wide; and for its defence Fort Pâté has been constructed on an island in its channel, about 1,000 yards from Blaye, and Fort Medoc on the opposite side of the river. All vessels inward bound are required to anchor in the port or road of Blaye, and deliver a manifest of their cargo, and many of the outward-bound ships call here to take on board provisions and complete their cargoes. The town has also a considerable direct trade, exporting wine, brandy, corn, oil, soap, timber, and apples. Many of the pilots, indispensable to ships navigating the Gironde, reside in Blaye. Bankers:—Neveu et fils. Hotels:—Cloche d'Or. Lion d'Or. Médoc. Trois Pigeons. Union.

**Bléré**, commercial town, *dép.* Indre et Loire, on the Cher, 17 m. ESE. Tours, near the railway from Tours to Bourges. Pop. 3,477. The town has an active trade in agricultural produce. The castle of Chenonceaux, once the property and residence of the celebrated Diana of Poitiers, is situated in the immediate vicinity of Bléré. Bankers:—Cochart. Couëseau. Hotels:—Bœuf Couronné. Cheval Blanc. Croix Verte. Promenade.

**Blois**, thriving commercial and manufacturing town, *dép.* Loir et Cher, on the acclivity of a hill on the right bank of the Loire, 35 m. SSW. Orleans, on the railway from Paris to Bordeaux. Pop. 20,231. Blois stands in a remarkably beautiful situation, but is neither a well-built nor a handsome town. Many of its houses are mean and its streets narrow, crooked, and sometimes not accessible to carriages. A suburb on the opposite side of the river is connected with the town by a bridge of 11 arches, begun in 1717. The town has a superb aqueduct, ascribed to the Romans, cut in the solid rock. It is in excellent preservation, and conveys the waters of several springs, a distance of about half a mile, to a reservoir close to the town, whence they are distributed among public fountains. Blois has a port, well frequented by the craft navigating the Loire; and produces serges, hosiery and gloves, cutlery and hardware, and leather. It has a considerable trade in wines, spirits, vinegar, fire-wood, and staves, liquorice, and agricultural produce. Bankers:—Blanchon. Brechemin, père et Cie. Chambert, Lefebvre et Cie., with branches at Vendome and Romorantin. Hotels:—Angleterre. Blois. Château. Tête Noire.

**Bohain**, manufacturing town, *dép.* Aisne, 16 m. NNE. St. Quentin.

on a branch line of the Northern railway. Pop. 5,051. Bohain is celebrated for its manufacture of shawls, 'façon Cachemire,' produced here by fifteen houses. There are also several cloth factories. Bankers:—Horlaville et Cie. Hotels:—Commerce. Daubigny.

**Bolbec**, thriving commercial and manufacturing town, *dép.* Seine Inférieure, at the foot and on the declivity of a hill washed by the Bolbec, 18 m. ENE. Havre, on the railway from Rouen to Havre. Pop. 9,574. Bolbec is a rather handsome town. Having been entirely burnt down in 1765, it was rebuilt on a regular plan. The houses are partly of brick, and partly of hewn stone, and the streets wide and well laid out, the principal being ornamented with fountains surmounted by statues in marble. Bolbec has numerous cotton mills, and is noted chiefly for its handkerchiefs. It also produces paper and pasteboard of a superior quality. There are in the district of which Bolbec is the centre above 20,000 workpeople, employed in the spinning and weaving of cotton, producing goods of the annual value of above 25,000,000 fr., or 1,000,000*l.* sterling. Exclusive of cotton and paper, the town also produces various descriptions of woollen and linen goods, and has tanneries and dye-works. Bankers: Baron. Lesueur-Goutan. Hotels:—Europe. Fécamp. Rouen.

**Bollène**, small manufacturing town, *dép.* Vaucluse, 24 m. N. Avignon, on the railway from Lyons to Marseilles. Pop. 5,007. The town stands on the declivity of a hill, and has manufactories of silk and dye-works. There are also several establishments producing drainage and gas pipes made of earthenware, or 'tuxaux en terre cuite.'

**Bonnat**, small town, *dép.* Creuse, on a hill not far from the little Creuse. Pop. 2,712. The town has some trade in coal and timber.

**Bonnetable**, manufacturing town, *dép.* Sarthe, on the Dive, 16 m. NE. Mans, near the railway from Paris to Mans. Pop. 4,956. The inhabitants of Bonnetable are principally engaged in the cotton manufacture. There are also several manufactories of umbrellas. Bankers:—Dugrais. Gouault. Hotel:—Commerce.

**Bonnet-le-Chateau (St.)**, busy commercial town, *dép.* Loire, 17 m. S. Montbrison. Pop. 2,230. The town is of great antiquity. It is situated on a Roman road, constructed by Agrippa, and occupies a picturesque position on the summit of a hill, surmounted by a fortress. Part of the ancient walls and towers, by which the town was formerly surrounded, still exist. Locks of various sorts are made here, and some lace; and the place has a considerable trade in timber, forwarded to the building-yards at St. Rambert.

**Bonneval**, manufacturing town, *dép.* Eure et Loir, on the Loire, in a fertile valley, 19 m. SSW. Chartres. Pop. 3,006. The streets of the town are broad and well laid out. It has cottonmills, with

manufactures of calicoes, carpets, and coverlets, and some considerable tanneries.

**Bordeaux.**—See pp. 164–74.

**Bouin**, small town and island on the Atlantic coast, between the dépts. of Loire Inférieure and La Vendée, belonging to the latter, from which it is separated by a narrow channel. Pop. 2,844. The island produces corn and cattle, but especially salt, obtained in large quantities from the salt marshes that surround the town.

**Boulogne.**—See pp. 175–9.

**Bourbonne-les-Bains**, much frequented watering place, dép. Haute Marne, at the confluence of the Borne and the Apance, 21 m. ENE. Langres. Pop. 4,080. The town is agreeably situated on the plateau and acclivity of a hill; and having been burnt down in 1717, has been rebuilt on a regular plan, and has some fine promenades and fountains. It owes its celebrity to its hot baths, which occupy the site of a thermal establishment of the Romans. The modern buildings connected with the baths, including the Hôtel de Ville, a recent erection, most part of which is appropriated to the use of the company using the waters, are among the finest of the kind in France. The town has some cloth factories, and a considerable trade in mineral waters. Bankers:—Devaux. Franchemont et Vigneron. Hotels:—Commerce. Tête de Bœuf.

**Bourbourg**, small manufacturing town, dép. du Nord, on the canal of Colme, communicating with Dunkirk, 9 m. SW. Dunkirk. Pop. 2,527. The name of the town is derived from the miry nature of the soil—bourbeux—on which it is built. It has manufactories of tobacco, potteries, and tile-works.

**Bourg-en-Bresse**, rising commercial town, dép. Ain, on the Reyssouse, 21 m. ESE. Mâcon, on the railway from Mâcon to Chambéry. Pop. 14,052. The situation of the town is pleasant, but its streets are narrow and crooked; formerly almost all the houses were built of wood, and many of them are so still, but within the last half-century the use of stone has become more general. Bourg is traversed by the little rivulet Cone, and has several fine fountains. The town has a large trade in corn, cattle, fowl, and other agricultural produce. Its commerce is facilitated by six high roads which meet here, besides the railway, which at this place runs a branch line to Besançon. Bankers:—Legrand. Petetin. Hotels:—Croix d'Or. Europe. France. Midi. Nord. Palais.

**Bourg-sur-Gironde**, commercial town, dép. Gironde, on the Dordogne, near its confluence with the Gironne, 15 m. N. Bordeaux. Pop. 2,781. Bourg-sur-Gironde has a small port, fit for vessels of not above 350 tons, where the corn, wine, and other products of the environs are shipped.

**Bourg-du-Péage**, manufacturing town, dép. Drôme, on the Isère,

10 m. NE. Valence, on the railway from Valence to Grenoble. Pop. 4,264. The river separates Bourg-du-Péage from Romans, of which it is properly a suburb. It is neat and well built; and has manufactures of hats and coarse silk, with dye-works, rope-works, and tanneries. Bankers:—Dubouchet. Hotels:—Fontaine. Valette.

**Bourg-St.-Andeol**, commercial town, dép. Ardèche, in an agreeable situation on the Rhone, 9 m. S. Viviers, on the railway from Valais to Alais. Pop. 4,637. The town has several good buildings, and neat well-kept streets; a quay along the river, and a handsome suspension bridge over it, with some trade in corn, wine, and silk. Hotels:—Europe. Louvre. Luxembourg. Midi.

**Bourganeuf**, small manufacturing town, dép. Creuse, agreeably situated on the Thorion, 18 m. SSW. Gueret. Pop. 3,226 in 1861. The town has two porcelain-works, and a paper-manufactory. Banker:—Grandeau. Hotels:—Bayard. Boule d'Or.

**Bourges**, very ancient city, dép. Cher, in an extensive plain at the confluence of the Auron and the Evre, 124 m. S. Paris, on the Orléans railway. Pop. 28,064. The city is agreeably situated on the declivity of a hill, and is surrounded by a thick wall flanked at regular distances with lofty towers in good preservation. The interior aspect of Bourges is very antiquated, most of the houses being old, and with their gables to the streets. Large tracts, occupied by gardens, nurseries, and promenades, are enclosed within the walls, so that the streets have a deserted aspect, though less so at present than formerly, the population having increased rapidly during the last twenty years. Bourges contains some fine old public buildings. At the head of these is the cathedral, one of the noblest Gothic edifices in France, begun in 845, but not finished for some centuries afterwards. It is 348 ft. in length by 123 in breadth, and has several towers, the highest of which has an elevation of 221 ft. The city has manufactures of fine and coarse cloths, hosiery, with iron-works, and its cutlery has been long in high estimation. Bankers:—Bureau et Cie. Mornet et Brisson. Hotels:—Boule d'Or. Croix d'Or. Esperance. Europe. France.

**Bourgneuf**, decaying sea-port, dép. Loire Inférieure, 23 m. SW. Nantes. Pop. 2,893. The port dries at low water, and the bay, which is extensive, is gradually filling up with sand. A branch line of railway connects the town with Nantes and Bourbon-Vendée. There were formerly in the vicinity very extensive salt marshes, the produce of which was largely exported; but these, though still very considerable, are now materially diminished. There are on the coast large beds of oysters.

**Bourgoin**, commercial town. dép. Isère, on the Bourbre, in a fine situation, surrounded by beautiful hills, 9 m. W. La Tour-du-Pin. Pop. 4,851. The town is neat and well built, and has manu-

factures of calicoes, with paper-mills and flour-mills. It is favourably situated for commerce, being traversed by the railway from Grenoble to Lyons. Bankers :—Pierry. Roche, père et fils. Hotels :—Chaix. Trillas.

**Bourgueil**, agricultural town, dép. Indre-et-Loire, in a fine valley on the right bank of the little river Changeon, 9 m. NNW. Chinon. Pop. 3,416. The town is surrounded by fruitful gardens, where anise, coriander, liquorice, and other plants, are cultivated to such an extent as to supply materials for an extensive trade. Its vicinity also produces fine red wine. Hotels :—Boule d'Or. Ecu. Faisan.

**Boussac**, very ancient town, dép. Creuse, near the confluence of the Veron, and the Little Creuse, 21 m. NE. Gueret. Pop. 995. The town stands on a steep rock, and is almost inaccessible to carriages. It is surrounded by walls flanked with bastions, commanded by an old embattled castle, from which the view extends along a defile formed by arid and wild mountains. The only trade of the place is that in wine, grown in the neighbourhood.

**Bouxwiller**, or **Buschweiler**, small manufacturing town, dép. Bas Rhin, near the Moder, surrounded by mountains and forests, 20 m. NW. Strasbourg. Pop. 3,325. The town is commanded by a fine old Gothic castle, and has manufactures of cotton, linen, arms, and braziers' ware, with breweries and bleach-fields.

**Brantome**, small town, dép. Dordogne, on the Drôme, near its confluence with the Colle, 12 m. NW. Périgueux. Pop. 2,584. Brantome is agreeably situated, and is a neat handsome town. The walls and ditches by which it was formerly surrounded have been demolished. It has some manufactures of woollen stuffs, hosiery, and cotton.

**Bressuire**, small manufacturing town, dép. Deux Sèvres, on a hill, at the foot of which is the Dolo; 19 m. NW. Partenay. Pop. 2,963. Bressuire was formerly fortified and defended by a castle, but which was destroyed in 1793, when the town was burnt to the ground, with the exception of the church and of a single house. There are manufactures of flannel and of cotton handkerchiefs, called 'mouchoirs façonnés.' Bankers :—Brault-Fyolle. Gauffreteau. Hotel :—Aubry.

**Brest**.—See pp. 179–84.

**Breteuil**, mining town, dép. Eure, on the Iton, 16 m. SW. Evreux. Pop. 2,108. The country around Breteuil abounds in iron mines, the working of which, and the smelting of the ore, afford employment for most of the inhabitants.

**Breteuil-sur-Noye**, manufacturing town, dép. Oise, cap. cant., near the source of the Noye, 16 m. NE. of Beauvais. Pop. 2,904. The town is ill built and ill paved. There are manufactures of



woollen stuffs, paper, and shoes, for the use of the troops and hospitals of Paris.

**Briançon**, strongly fortified town, *dép.* Hautes Alpes, on the Durance, 50 m. ESE. Grenoble. Pop. 4,503. Briançon is the highest town in France, being nearly 4,300 ft. above the level of the sea. From its commanding a practicable defile over the Alps, it has always been looked upon as one of the defences of France on the side of Italy. The fortifications chiefly consist of strong forts built on the contiguous heights, and which command all the approaches to the town. With the exception of a single street, the town is ill built, gloomy, and dirty. It has manufactories of cotton goods, hosiery, steel and cutlery, and pencils. Bankers:—Brun frères. Hotels:—Europe. Ours. Paix.

**Brienne-le-Château**, or **Brienne-Napoléon**, small town, *dép.* Aube, on the highroad from Paris to Chaumont, 15 m. NW. Barsur-Aube. Pop. 2,057. The town has a fine castle, erected a short while previous to the Revolution, by the minister Lomenie de Brienne. It stands on an artificial plateau, and commands an extensive view. But the place derives its chief celebrity from its connection with Napoleon I., who received the first rudiments of his education in a military academy in this town. In his will, he ordered that 1,200,000 francs should be given to Brienne; and the sum of 400,000 francs, or 16,000*l.*, was actually paid to the municipality soon after the accession of Napoleon III. The money was spent in the erection of some public buildings, and of a statue of Napoléon I., unveiled on the 29th May, 1859. The chief subsistence of the inhabitants is in agriculture; but there is also a considerable trade in corn. Hotels:—Croix Blanche. Voyageurs.

**Brieuc (St.)**, sea-port, *dép.* Côtes-du-Nord, on the river Gouet, near its mouth in the Bay of St. Brieuc, 38 m. WSW. St. Malo, on the railway from Paris to Brest. Pop. 15,341. The port of St. Brieuc, situated at the river mouth, near the village of Ligoué, has a handsome quay, and a commodious harbour, accessible to vessels of 350 tons. There are in the town manufactories of linen, serge, flannel, and paper, with tanneries and breweries. The inhabitants formerly had a considerable number of ships in the whale and cod fisheries, particularly the latter; but this industry has greatly declined of late years, chiefly, it is stated, on account of the strict laws of maritime conscription, which impresses the greater part of the rising generation for the Imperial navy. The coast fishery, however, is still carried on to a considerable extent. Bankers:—Dupuy-Fromy et Cie. Latimer du Clésieux. Hotels:—Croix Blanche. Croix Rouge. Univers.

**Brignoles**, thriving commercial town, *dép.* Var, on the Carami, 22 m. NNE. Toulon. Pop. 6,143. The town is neat and well

built, and is finely situated in a fertile valley, surrounded by high wooded hills. It has manufactures of silk, and iron, with many tanneries. A considerable trade is carried on in olive oil, wine, liqueurs, brandy, and excellent prunes, known by the name of 'brignolles.' Banker:—Brémond. Hotels:—Cloche d'Argent. Poste.

**Brive, or Brive-la-Gaillarde**, industrial town, dép. Corrèze, in a beautiful and fertile plain, on the Corrèze, 15 m. SW. Tulle, on the railway from Tulle to Périgueux. Pop. 9,854. The town is well built, the houses being all of hewn stone, and covered with slates. It has a considerable trade in wine, chestnuts, and cattle, and is the centre of the trade in truffles and 'dindes truffées.' Bankers:—Felix. Fontanilhes. Hotels:—Bordeaux. Montauban. Paris. Toulouse.

**Brouage**, fortified town and sea-port, dép. Charente Inférieure, on the strait dividing the island of Oleron from the mainland, 8 m. SSW. Rochefort, with which it is connected by railway. Pop. 601. The port of Brouage admits only vessels of small burden; but it is strong by nature as well as art, and is of importance from its defending the approaches to Rochefort, and the left of the Charente. Around the town are extensive salt marshes, from which salt is obtained in great quantities, and of an excellent quality. To facilitate its shipment, the marshes are traversed by a canal running from the Charente above Rochefort to a little below Brouage. The canal is 9 feet deep, and on a level throughout. In the year 1864, its navigation upwards to Rochefort was of 250,621 tons, and that downwards of 24,970 tons.

**Bruguière, or La Bruguière**, small manufacturing town, dép. Tarn, on the Thoré, 4 m. S. Castres. Pop. 3,600. The town has manufactures of flannels, coverlets, and other descriptions of woollen goods.

**Bugue, (Le)**, small manufacturing town, dép. Dordogne, a little above the confluence of the Vézère with the Dordogne, 16 m. WNW. Sarlat. Pop. 2,969. The town is advantageously situated, well built, and carries on different branches of the woollen manufacture. It is also the entrepôt of the wines and other products of the surrounding district, which are shipped from here to Bordeaux.

**Buis (Le)**, small town, dép. Drôme, cap. cant., on the Ouvéze, 10 m. SE. Nions. Pop. 2,370. The town is ill built, but has fine promenades and a handsome square, surrounded by a double row of trees. It has some trade in wool, cloth, hats, olive oil, and jewellery.

**Buzancais**, commercial town, dép. Indre, partly on the banks of the Indre, and partly on islands in its channel, 14 m. NW. Châteauroux, near the railway from Châteauroux to Tours. Pop. 5,016. Though the situation is exceedingly good, the town is very ill built, and

presents a confused mass of old houses, interspersed with narrow, crooked, and gloomy streets. There are in its environs some considerable foundries, and a brisk trade in wool is carried on by the inhabitants. Hotels:—Croissant. Tête Noire.

**Caderousse**, agricultural town, *dép.* Vaucluse, on the left bank of the Rhone, which at this point encloses a considerable island, 3 m. SW. Orange. Pop. 3,160. The town has a few silk mills, and the inhabitants grow large quantities of corn, silk, and madder, chiefly for export.

**Caen**, thriving commercial and industrial town, *dép.* Calvados, in an extensive valley, at the confluence of the Odon and the Orne, about 8 m. from the mouth of the latter river, 30 m. SW. Havre, on the railway from Paris to Cherbourg. Pop. 43,740. Caen is a well built, improving town. The streets are generally broad, straight, and clean; and the houses of freestone have a good appearance. The manufactures of the town are important and valuable. They consist principally of laces, and of thread and silk, the making of which employs a vast number of people; of stockings and caps, table linen, a variety of cotton fabrics, coarse and fine earthenware, cutlery, hats, paper, and leather. At high water, vessels of 160 tons come up the river as far as the town, where they lie alongside the quays. Since the opening of the railway which places Caen in direct communication with Paris, the commerce of the town has much increased. Several large fairs are held for the sale of the products of the town, and of the horses, cattle, butter, and fowls of the surrounding country. Bankers:—Branch of Banque de France. Bellamy. Dauphin-Valembourg. Elouis et Cie. Guilbert et Cie. Roger et Cie. Hotels:—Angleterre. Espagne. Europe. Londres. Normandie. Place Royale. Grand hôtel St. Michel.

**Cahors**, one of the centres of the district of Bordeaux wines, *dép.* Lot, on the river Lot, 60 m. N. Toulouse, on a branch of the railway from Paris to Agen. Pop. 13,844. The town stands on an eminence, almost surrounded by the Lot, and is for the most part ill built, with narrow, crooked streets. The manufactures, which are not very considerable, consist principally of various descriptions of woollen goods and paper. There is contiguous to the town a departmental nursery. The excellent red wine called the 'vin de grave' is raised in the neighbourhood, and the town has a good deal of trade in this and other wines, and in oil, hemp, flax, and nuts, largely grown in the district.

**Calais**.—See pp. 184–8.

**Cambray**, fortress and manufacturing town, *dép.* du Nord, on the right bank of the Scheldt, 32 m. S. Lille, on the Northern railway. Pop. 22,557. The fortifications of Cambray were improved by Vauban, and it is further defended by a strong citadel. It is well

built, and has a magnificent 'place d'armes.' The town has been long famous for its manufacture of fine linens and lawns, whence all similar fabrics are called in England 'cambrics.' It also produces thread, and several branches of the cotton manufacture are carried on, besides which there are soap-works, tanneries, and salt refineries. A great number of hands are occupied in the adjoining communes in the linen manufacture. Cambray has a considerable trade in wool, flax, butter and hops. The navigation of the Scheldt begins here, and the town communicates with St. Quentin by a canal. Bankers :—Bautista et Laleu. Mouton et Cie. Queulain. Rouzé aîné. Hotels :—Des Diligences. France. Messageries Impériales.

**Campan**, agricultural town, dép. Hautes Pyrénées, on the Adour, 16 m. SSE. Tarbes. Pop. 3,655. The houses of Campan are mostly built of marble. The town gives its name to a beautiful valley, fertile, and full of life and industry. The cottages are clean and comfortable; and the neat, well laid-out gardens, and respectable dress of the peasantry, evince their thriving condition. There are large marble quarries in the neighbourhood.

**Cancale**, sea-port on the Atlantic, dép. Ille-et-Vilaine, 9 m. E. St. Malo. Pop. 6,352. Cancale is situated on the west side of St. Michael's Bay. At a short distance from the town there are some large rocks, within which there is good anchorage in 5 or 6 fathoms. Excellent oysters, famous throughout the whole of France as 'huitres de Cancale,' are found in the bay, and form a considerable article of commerce.

**Cannes**, sea-port on the Mediterranean, dép. Var, 25 m. E. Draguignan, on the railway from Marseilles to Nice. Pop. 7,357. Cannes is situated on the declivity of a hill projecting into the sea, and has a fine quay stretching forth at the foot of an old Gothic castle. But the port is neither deep nor commodious, and can only be used by fishing boats and small coasting vessels. Banker :—Rigal. Hotels :—Angleterre. Du Nord. Poste.

**Canouge (La)**, small town, dép. Lozere, in an agreeable and fertile valley, on the Urugne, 9 m. SSW. Marvejols. Pop. 1,912. Some branches of the cotton and woollen manufacture are carried on in the town, and it has a trade in cattle and grain.

**Canteleu**, small town, dép. Seine Inférieure, on the summit of a hill which commands the right bank of the Seine, at the entrance of the forest of Roumaris, 4 m. W. Rouen. Pop. 3,430. The town commands a fine view of Rouen and the hills by which it is surrounded, with the course of the Seine as far as Elbeuf. The only industrial establishment is a large soap manufactory.

**Carcassonne**.—See pp. 227-8.

**Carentan**, small sea-port town on the Channel, dép. La Manche, on the little river Tante, 15 m. NNW. St. Lo, on the railway from

Paris to Cherbourg. Pop. 3,110. The town is situated in the middle of a marsh, and is considered rather unhealthy. Small vessels only can come up to the town, which has some manufactures of lace and cotton. Banker:—Gardye. Hotels:—Angleterre. France.

**Carpentras**, thriving commercial town, dép. Vaucluse, in an agreeable situation, at the foot of Mont Ventoux, and on the left bank of the Auzon, 15 m. NE. Avignon, on a branch of the Paris-Mediterranean railway. Pop. 10,918. The town is surrounded by high walls in good repair, flanked by several towers, of which the most remarkable is that surmounting the 'port d'Orange.' Carpentras has distilleries, dye-works, tanneries, and madder-mills, with manufactories of soap and aquafortis, and a considerable trade in silk, madder, and excellent fruits. Bankers:—Barthélemy et Cie. Hotels:—Europe. Luxembourg. Orient. Univers.

**Cassel**, small manufacturing town, dép. Nord, on an isolated mountain in the middle of an extensive plain, 28 m. NW. Lille, on the railway from Lille to Dunkirk. Pop. 4,260. The town, which is very ancient, having been the capital of the *Morini* when Cæsar invaded the country, is well built. It has factories of lace, thread, hats, oil, and earthenware. Hotels:—Lion Blanc. Sauvage.

**Cassis**, sea-port on the Mediterranean, dép. Bouches-du-Rhône, in a narrow valley, 10 m. SE. Marseilles, on the railway from Marseilles to Toulon. Pop. 2,035. The town has several forges, stone quarries, and yards for the building of small vessels. Its port is confined, and admits only vessels of small burden. The figs and pomegranates of Cassis are held in much estimation, and it has a considerable trade in excellent muscatel wine, produced in the environs.

**Castelnaudary**, flourishing commercial town, dép. Aude, in an elevated situation, contiguous to the Canal du Midi, 21 m. WNW. Carcassonne, on the railway from Toulouse to Narbonne. Pop. 9,584. The town itself is very indifferently built, but the canal looks very fine, and is surrounded by noble quays and warehouses, which, with the vessels by which it is sometimes crowded, give it the appearance of a sea-port. The public promenade commands the canal and a fine view extending as far as the Pyrenees. Castelnaudary has manufactures of cloth and silk, with establishments for the spinning of cotton, potteries, and tanneries, and a considerable trade is carried on in the manufactures of the town, and the produce of the adjoining country. Bankers:—Bataille. Cadenat fils. Hotels:—France. Notre Dame. St. Jean-Baptiste.

**Castel-Sarrasin**, manufacturing town, dép. Tarn-et-Garonne, pleasantly situated in a fertile plain on the Sanguin, 1 m. from its confluence with the Garonne, 13 m. W. Montauban. Pop. 6,838. The town is well built, and the walls and ditches by which it was formerly surrounded have been converted into promenades. It has

manufactures of serges and other woollen stuffs, hats, and tanneries. Hotels:—De l'Ange. France. St. Jean. St. Pierre.

**Castres**, manufacturing town, dép. Tarn, in an agreeable and fertile valley, on the Agout, 23 m. SSE. Alby, on the railway from Alby to Narbonne. Pop. 21,538. The town is very thriving and industrious. It is divided into two parts by the river, over which it has two bridges. It is but indifferently built, and the streets are narrow and winding. Castres has extensive manufactures of cloth and woollen stuffs, with establishments for the spinning of cotton, linen fabrics, paper fabrics, dye-works, bleach-fields, and tanneries. It has also copper forges and foundries. Bankers:—Bernadou. Combes. Fourgassié, Vidal et Cie. Hotels:—Etoile. Grand Soleil. Nord. Sabatier. Tapis Vert.

**Cateau**, manufacturing town, dép. du Nord, on the Salle, 15 m. ESE. Cambrai, on the Northern railway. Pop. 9,212. The town has manufactures of cotton, lace, silk, and woollen stuffs, soap, and tobacco. The ancient palace of the archbishops of Cambrai has been converted into a cotton mill. The cotton and woollen manufactures of Cateau employ about 1,500 workmen. Bankers:—Delsart. Dupont. Deparis et Cie., with chief house at Valenciennes. Hotels:—France. Mouton Blanc. Palais.

**Caudebec**, or **Caudebec-en-Caux**—in distinction of *Caudebec-lès-Elbeuf*, one of the suburbs of Elbeuf—small sea-port town, dép. Seine Inférieure, on the Seine, at the mouth of the little river Caudebec, 6 m. S. Yvetot. Pop. 2,164. The town has some manufactures of cotton, with potteries and tanneries. Previously to the revocation of the edict of Nantes, Caudebec was comparatively flourishing, but this event, which drove away the greater number of its inhabitants, gave a blow to its manufactures and commerce, from which it has not recovered. The port of Caudebec though safe, commodious, and advantageously situated between Havre and Rouen, is but little frequented.

**Caunes (Les)**, small manufacturing town, dép. Aude, on a stream called the Argent-Double, 11 m. NE. Carcassonne. Pop. 2,347. The town has distilleries, tanneries, dye-works, and marble-works for working the marble found in the neighbouring mountains.

**Caussade**, commercial town, dép. Tarn-et-Garonne, in a fertile country, near the Caude, 12 m. NE. Montauban, on the railway from Montauban to Viviers. Pop. 4,033. The town is handsome, well built, and has broad and straight streets. There are numerous flour-mills, with manufactures of woollen and linen stuffs, and the inhabitants carry on a considerable trade in corn, saffron, and truffles.

**Cavaillon**, very ancient town, dép. Vaucluse, on the river Durance, near where it is joined by the Coulon, at the foot of a mountain, 13 m. SE. Avignon. Pop. 7,797. The town is mostly

ill built, with narrow and dirty streets. The fortifications by which it was formerly surrounded were destroyed during the revolution. It has a brisk trade in dried fruits and preserves, shoes, and nuts. Bankers:—Grand ainé. Tiran. Hotels:—Arnaud-Michel. Liens.

**Caylus**, commercial town, dép. Tarn-et-Garonne, near the right bank of the Bonnette river, on the railway between Montauban and Rhodéz, 24 m. NE. the former place. Pop. 4,973. The town has a considerable trade in corn, and eleven fairs annually.

**Cazères**, small town, dép. Haute Garonne, on the Garonne, 31 m. SW. Toulouse, on the railway from Toulouse to Tarbes. Pop. 2,633: A handsome promenade separates the town from the suburbs. Cazères has manufactories of hats, with dye-works and tanneries.

**Ceret**, commercial town, dép. Pyrénées Orientales, near the Tech, 15 m. SSW. Perpignan, and 5 m. from the frontiers of Spain. Pop. 3,585. The town has an active trade in wine, oil, and colonial merchandize. Hotel:—Alcouffe.

**Cette**.—See pp. 217-9.

**Chablis**, one of the centres of the district of Burgundy wines, dép. Yonne, on the Seray, 10 m. E. Auxerre, on the railway from Paris to Dijon. Pop. 2,335. The town is celebrated for its excellent white wines, which it is the fashion in France to take with oysters. There are eight wholesale wine merchants at Chablis.

**Chalons-sur-Marne**, thriving commercial and manufacturing town, dép. Marne, on the Marne, in the middle of extensive meadows, 27 m. SE. Rheims, on the railway from Paris to Strasbourg. Pop. 16,575. The Marne formerly traversed the town, but since 1788 it has skirted it in a new channel dug for the purpose, which is crossed by a magnificent stone bridge. Two small affluents of the Marne run through the town. An important establishment belonging to Chalons-sur-Marne is the public school of arts and trades, at which 450 pupils are maintained, at the expense of government, exclusive of those who pay. Different branches of the woollen, linen, and cotton manufactures are carried on in the town; there are also extensive tanneries. Chalons has a large trade, principally with Paris, in wine, corn, wool, hemp, and rape oil. Bankers:—Leconte et Duhamel. Benjamin et Eugène Perrier. Ponsort fils. Hotels:—Cloche d'Or et Palais National. De la Haute-Mère Dieu. Du Renard.

**Chalons-sur-Saône**, flourishing commercial town, dép. Saône-et-Loire, in a fertile plain, on the right bank of the Saône, which here forms an island, in which is situated the suburb St. Laurent, 34 m. N. Macon on the railway from Paris to Lyons. Pop. 19,709. The town is well built, but the streets are narrow and ill paved. Chalons has a fine quay on the Saône, and is very favourably situated for a commercial entrepôt, communicating with the Medi-

terranean by the great line of railway from Paris to Marseilles, which has a station here, as well as by the Rhône and Saône, and the canals connected with them, and with the North Sea by the canal du Centre, constructed in 1792. Bankers:—Bô, Poulet et Cie., with chief house at Paris, 4 rue Richer. Lavalette et Cie. Druard frères. Meulien et Lagadrillier. Hotels:—Chevreuil. Europe. Provence. Trois Faisans.

**Chamas (St.)**, small commercial town, *dép.* Bouches-du-Rhône, on the northern bank of the lagoon de Berre, 23 m. NW. Marseilles. Pop. 2,692. The town is well built, and is celebrated for its oils and olives, which are shipped from its port on the lagoon. St. Chamas is divided into two portions by a hill, through which a large tunnel has been cut for a channel of communication. It has an important powder magazine, which supplies Toulon.

**Chambertin**, celebrated village and vineyard in the Burgundy district, *dép.* Côte d'Or, a few miles NE. Beaune. The vineyard occupies about 25 hectares, and produces at an average from 130 to 150 pipes of Burgundy.

**Chambery**, commercial and manufacturing town, *dép.* Savoy, on the left bank of the little river Aysse, in an elevated and fertile valley, 110 m. WNW. Turin, and 43 m. SSW. Geneva, on the railway from Geneva to Mont Cenis, which is to be prolonged, by means of a gigantic tunnel under the Alps, to Turin. Pop. 19,950. The town presents little worth notice; it has one good street, but most of the others are crooked, dark, and rather dirty. Besides gauze, and other silk fabrics, lace, hats, leather, and soap are manufactured; and there is a considerable trade in liqueurs, wines, lead, copper, and various other articles. The environs abound in vineyards. Bankers:—Antonioz et Gillet. Longue frères. Meunier, Vallier et Cie. Python, Buvelot et Cie. Hotels:—Ecu de France. Europe. Italie. Petit Paris. Poste. Princes.

**Chamond (St.)**, manufacturing town, *dép.* Loire, in a fine valley at the confluence of the Gier and the Ban, 8 m. NE. St. Etienne, on the railway from St. Etienne to Lyons. Pop. 11,620. St. Chamond is a very thriving, industrious place, and the manufacture of silk ribbons and lace is very extensively carried on. It has also considerable cast-iron and nail-works. Bankers:—Géraud, Chavaillard et Cie., with chief house at St. Etienne. Hotels:—Etoile. Lion d'Or. Poste. Tête d'Or.

**Chantilly**, handsome and thriving town, *dép.* Oise, on the little river Nouette, and on the old highroad from Paris to Amiens, 24 m. N. of the former, on the Northern railway. Pop. 2,930. Chantilly is now as distinguished by its industry and manufactures of cotton and porcelain, as it was formerly celebrated for having been the seat of the family of Condé, who expended vast sums on



the formation and embellishment of its castle, park, and gardens. The castle was long one of the largest and finest structures of the kind in France; the 'grand Condé' lived here in regal magnificence, and the entertainments given by him to Louis XIV. were so splendid as to excite the jealousy of the monarch. But these tinsel glories of Chantilly have disappeared, and useful cotton-mills occupy the sites where noble lords and ladies banqueted, while the people were starving. The lace factories of the town and district employ nearly two thousand persons. Bankers:—Claudon et Cie., with chief house at Senlis. Hotels:—Angleterre. Cygne. Grand Cerf. Lion d'Or.

**Charenton-le-Pont**, thriving commercial town, dép. Seine, agreeably situated on the Marne, near its confluence with the Seine, 5 m. SE. Paris, on the railway from Paris to Troyes. Pop. 5,531. The town has numerous distilleries, and a great trade in wine, spirits, vinegar, and olive oil. There are also two porcelain manufactories.

**Charité (La)**, manufacturing town, dép. Nièvre, at the foot of a hill planted with vines on the Southern railway. Pop. 5,297. The town is situated on the right bank of the Loire, over which there are two bridges. It was formerly fortified, and much more considerable than at present. La Charité—so called from an ancient Benedictine monastery established here—is celebrated for its manufactures of cheap jewellery, buttons, glass, earthenware and woollen stuffs. Bankers:—Champagnat aîné. Minet-Gallié. Hotels:—Dauphin. France. Grand Monarque. Providence.

**Charleville**, commercial and manufacturing town, dép. Ardennes, on the Meuse, a short distance from Mezières, on the railway from Chalons to Namur. Pop. 9,907. The town is extremely well built; the streets are straight and broad, intersecting each other at right angles, and the houses are nearly all of the same height, and slated, having a comfortable appearance. A government manufactory of arms, formerly established here, has been transferred to Tulle and Châtellerault; but arms are still largely manufactured. The nail-works turn out about 3,500,000 kilogrammes of nails a year; there are, besides, copper foundries, where large quantities of copper-wire, and plates, are produced, with soap-works and tanneries. Charleville has a commodious port on the Meuse, and a considerable trade in wine, spirits, coal, iron, slates, marble, and manufactured goods. Through the canal of Ardennes, as well as the railway, it has also an easy communication with Paris. Bankers:—Jacob-Pêtre et Cie. La-fontaine. Prévost et Cie. Villiers et Cie. Hotels:—Europe. Lion d'Argent. Merlin. Messageries Impériales.

**Charolles**, small town, dép. Saône-et-Loire, at the confluence of the Semence, and the Reconce, 28 m. WNW. Macon. Pop. 3,226.

Charolles is agreeably situated, neat, and well built, and has iron forges, and manufactories of earthenware, and crucibles.

**Chartres**, flourishing commercial and manufacturing town, dép. Eure-et-Loire, on the Eure, 48 m. SW. Paris on the Western railway. Pop. 19,531. The town is surrounded by walls and ditches, and is situated partly on a hill, and partly on low ground. The Eure, which here divides into two branches, runs through and encircles the lower town. The manufactures consist principally of hosiery and hats, but there are also tanneries, dye-works, and establishments for making steam machinery. Chartres is the centre of the corn trade of the department, and its corn-markets are among the most important in France, providing in a great measure for the supply of Paris. Bankers:—Brédif freres. Chauveau. Leviez-Huet. Hotels:—Duc de Chartres. France. Grand Monarque. Herse d'Or. Ouest. Vert-Galant.

**Châteaubriant**, commercial town, dép. Loire Inférieure, on the Chere, near the pond or lake of Grand Lieu, 26 m. WNW. Ancenis. Pop. 4,636. The town is old and meanly built, and has manufactures of coarse woollen stuffs. Its pastry and 'confitures' are held in high estimation. It has some trade in iron, coal, and wood, and a considerable corn-market. Banker:—Salmon. Hotels:—Lion d'Or. Poste. Pot d'étain.

**Château-Chinon, Chinonville**, small town, dép. Nièvre, near the Yonne, in the middle of mountains, at an elevation of 1,968 feet above the level of the sea, 20 m. WNW. Autun. Pop. 2,960. The town was formerly surrounded by fortifications, and was defended by a vast castle, of which there are some ruins. It has a few manufactures of coarse woollens and linens.

**Châteaudun**, manufacturing town, dép. Eure-et-Loire, near the left bank of the Loire, 25 m. SSW. Chartres, on the railway from Paris to Tours. Pop. 6,719. Having been almost wholly burnt down in 1723, Châteaudun has been rebuilt on a regular plan, with broad straight streets, and uniform houses. The principal manufactures of the town are those of woollen cloth and flannel. Bankers:—Boulay. Guyard. Peltreau. Hotels:—Bon Laboureur. Grand Monarque. Place Nationale.

**Château-Gontier**, commercial and manufacturing town, dép. Mayenne, on the Mayenne, 18 m. S. Laval. Pop. 7,214. The town is badly laid out, but well built; it has a stone bridge over the river, by which it is united to its principal suburb. Château-Gontier has considerable manufactures of fine linen and linen thread, with extensive bleach-fields, and is also the entrepôt of a great portion of the wines, slate, coal, and tufa of the département, as well as the centre of a trade in fine thread. Hotels:—Boule d'Or. Dauphin. Etoile. Europe. Tête Noire.

**Châteaulin**, small commercial town, *dép.* Finistère, in an agreeable valley, on the Aulne, which there takes the name of Châteaulain, 22 m. SE. Brest, on the railway from Brest to Quimper. Pop. 2,892. The town is old, and in its greater part ill built. Vessels of from 60 to 80 tons come up to the town, which has a good deal of trade in slates, procured from quarries in the neighbourhood, cattle, and butter.

**Châteauneuf-sur-Charente**, commercial town, *dép.* Charente, on the Charente, 12 m. WSW. Angoulême. Pop. 3,565. The town has a considerable trade in wine, brandy, and salt. Banker:—Servant, with chief house at Angoulême. Hotel:—Soleil d'Or.

**Châteauroux**, growing manufacturing town, *dép.* Indre, in an extensive plain on the left bank of the Indre, and on the railway from Paris to Bordeaux. Pop. 16,176. Though materially improved in recent years, Châteauroux continues to be one of the worst built towns in France. Most of the streets are narrow, crooked, and ill paved, and the houses are small, irregularly built, and gloomy. The cloth manufacture is very extensively carried on; cotton hosiery and hats are also produced, and there are establishments for the spinning of wool, with tanneries, and tile works. Bankers:—Aubepin, Pinault et Cie. Duret et Cie. Hotels:—France. St. Catherine, et de la Poste.

**Château-Thierry**, one of the centres of the district of Champagne wines, *dép.* Aisne, on the Marne, 25 m. S. Soissons, on the railway from Paris to Strasbourg. Pop. 5,925. The town is built on the declivity of a hill, the summit of which is surmounted by an ancient castle, a vast mass of thick walls, towers, and turrets. It has a considerable suburb on the left bank of the Marne, the communication between them being kept up by a handsome stone bridge of 3 arches. Château-Thierry is famous for the wine grown in its environs; and it has cotton and linen manufactures, as well as an extensive commerce in sheep, above 30,000 head being sold every year.

**Châtellerault**, thriving commercial and manufacturing town, *dép.* Vienne, on the Vienne, 20 m. NNE. Poitiers, on the railway from Paris to Bordeaux. Pop. 14,210. The town is situated in a fertile, agreeable country, but is ill built. It is joined to its suburb on the opposite side of the river by a stone bridge, built by the Duc de Sully. Near the river is a government manufactory of arms, the buildings of which are among the finest in the town. The establishment employs, on the average, 2,000 workmen, and can turn out 25,000 stands of arms a year. Châtellerault has been long famous for its cutlery; and has also manufactories of clocks and watches. It serves as a kind of entrepôt for the towns of the south-west of France, particularly for wines, spirits, salt, slates, iron, corn, hemp, timber. Bankers:—Creuzé, Proa, Meret et Cie. David et Cie. Godard et Cie. Hotels:—Espérance. Univers.

**Chatillon-sur-Seine**, small manufacturing town, *dép.* Côte d'Or, on the Seine, 28 m. NNE. Semur-en-Auxois, on the railway from Paris to Mulhouse. Pop. 4,836. The town is neat, well built, and well laid out. It has manufactories of coarse cloth, hats, jewellery, iron-plates, glass, beet-root sugar, and casks.

**Chatre (La)**, commercial and manufacturing town, *dép.* Indre, on the left bank of the Indre, 22 m. SE. Châteauroux. Pop. 5,038. The town is agreeably situated on the side of a hill, and was formerly defended by an immense castle, now in ruins, and of which one of the towers serves for a prison. It has very extensive tanneries, and manufactures of serge and other coarse woollen stuffs. Chestnuts are plentiful in the vicinity of the town, and the inhabitants carry on a considerable trade in them, and in cattle, wool, and hides. Bankers:—Delacon. Demay et Cie. Hotels:—Boule d'Or. Europe. St. Germain.

**Chaudes-Aigues**, much-frequented watering-place, *dép.* Cantal, in a narrow, deep gorge, on one of the affluents of the Truyère, 14 m. SSW. St. Flour. Pop. 1,950. The town has numerous hot springs, which were known to the Romans, by whom they were called 'Aquæ Calentes,' of which its modern name is a translation. The temperature of the springs varies from 30° to 80° Reaumur. In winter, the houses are warmed with the hot water conveyed through the streets and into the houses in wooden pipes. It is also successfully employed in the incubation of various species of eggs. The town has some trade in isinglass, and carries on various branches of the woollen manufacture.

**Chaumont** or **Chaumont-en-Bassigny**, commercial and manufacturing town, *dép.* Haute Marne, on a height between the Marne and the Suize, about  $1\frac{1}{2}$  m. from the confluence of these rivers, 18 m. NNW. Langres, on the Eastern railway. Pop. 7,140. The town is indifferently built; most of the streets are straight and clean, but some of them are steep and of difficult access. It has manufactures of coarse woollens and druggets, and is famous for its hosiery and gloves. A considerable trade is carried on by the inhabitants in iron and cutlery. Bankers:—De Boucheporn et Mengin. Walter-Berthier. Hotels:—Arbre d'Or. Commerce. Ecu. Postes.

**Chauny**, commercial town, *dép.* Aisne, at the junction of the Oise with the canal of St. Quentin, partly on an island in the river, 18 m. W. Laon, on the railway from Paris to Mons. Pop. 8,163. A good deal of cider is made in the town, which has also a considerable trade in agricultural produce.

**Cherbourg**.—See pp. 188–91.

**Chinon**, manufacturing town, *dép.* Indre-et-Loire, on the Vienne, 26 m. SW. Tours. Pop. 6,905. The town was formerly fortified;

and the ruins of its walls and castle still remain. It has manufactures of linen and woollen stuffs, umbrellas, paper, and soap, with a great trade in wine. Bankers:—Blanchet, Bertrand, Voisine et Cie. Languillaune, Belhard et Cie. Hotels:—Chêne Vert. France.

**Chollet**, manufacturing town, dép. Maine-et-Loire, on the Maine, 12 m. SSE. Beaupreau, on the railway from Paris to Nantes. Pop. 12,753. The town is finely situated, and had formerly several religious houses and a great castle, destroyed during the revolution. Extensive manufactures of cotton were established here and in the neighbouring communes during the last century; but the town having been the theatre of a battle, in 1793, between the Vendéans and the republicans, the industrial establishments were all destroyed, and the workmen either put to death or dispersed. In 1795, however, after the first pacification of Vendée, the expatriated manufacturers returned to Chollet, and, entering with fresh vigour on a new career of industry, they succeeded in carrying the manufactures of the town and its vicinity to a higher pitch of prosperity than ever. There are numerous and large establishments for the spinning of cotton and wool, with extensive bleach-fields and dye-works, and a great variety of cotton, linen, and other goods are produced in the town. Bankers:—Boutillier-Saint-André. Chauvière et fils. Rotereau et Cie. Rousselot-Allion et Cie. Hotels:—Cheval Blanc. France. Lion d'Or. Promenade.

**Ciotat (La)**, sea-port town on the Mediterranean, dép. Bouches-du-Rhône, on the western side of the Bay of Leques, 15 m. SE. Marseilles, on the railway from Marseilles to Toulon. Pop. 8,444. The town is surrounded by an ancient rampart of considerable extent, and in a tolerably perfect condition. The streets are regular, and well paved, and most of the houses well built. The port of La Ciotat, sheltered by a mole and defended by a fort, is commodious, secure, and accessible to vessels of 300 tons burden. A lighthouse, in the fort, has a lantern elevated 82 ft. above the level of the sea. Ships are built, and steam-engines are manufactured here; and the town has a considerable trade in wines and dried fruits, the vicinity being interspersed with vineyards, olive grounds, and plantations of oranges and figs.

**Clamecy**, manufacturing and commercial town, dép. Nièvre, at the foot and on the declivity of a hill on the left bank of the river Yonne, where the latter is joined by the Beauvron, by both of which it is intersected; 36 m. NE. Nevers. Pop. 5,622. Clamecy has manufactures of common woollen cloths, fulling mills, dyeing houses, and tanneries, and a considerable trade in wood and charcoal, most of which are sent down the Yonne to Paris. Bankers:—Cornu. Fourrier et Cie. Grandpierre. Hotels:—Boule d'Or. Cheval Rouge. Lion d'Or. Nivernais. Poste.

**Clermont**, thriving commercial city, *dép.* Puy-de-Dôme, on an affluent of the Allier; 82 m. W. Lyons, and 208 m. S. by E. Paris, on the railway from Bourges to Le Puy. Pop. 32,275. The city is finely situated on an eminence, surrounded on the south and west by an amphitheatre of mountains, of which the Puy-de-Dôme is the culminating point, and overlooking on the north and east the picturesque and rich plain of the Limagne. Clermont has a considerable trade, forming the staple for the produce of the surrounding départements, consisting of hemp, flax, corn, wines, cheese, leather, and linen fabrics, and for a part of the merchandise of Provence and Languedoc intended for Paris. There a few, but unimportant, manufactures of silk stockings, druggets, tinted paper, coarse woolsens, linen, cutlery, porcelain, cotton yarn, twine, and chemical products. In the immediate neighbourhood of Clermont are the baths of Saint Alyre. A spring, highly charged with carbonate of lime, issues from the side of a hill, and deposits along its course a constantly increasing mass of white travertin. In this way, it has formed for itself a natural aqueduct, running for a considerable distance, and terminating in a rude but picturesque arch of the same material, below which flows a small stream. The water that trickles over this bridge undergoes in its progress more or less evaporation, and leaves behind a proportionate amount of its mineral matter as a thin pellicle of carbonate of lime, which gathers into rugged masses, or hangs down in long stone icicles or stalactites. This 'fontaine pétrifiante' has been turned into a source of considerable profit, and manufactures an endless stock of brooches, casts, alto-relievos, basso-relievos, baskets, birds' nests, groups of flowers, leaves, fruit, and such like. A portion of the water is diverted into a series of sheds, where it is made to run over flights of narrow steps, on which are placed the objects to be 'petrified.' By varying the position of these objects, and removing them further and further from the first dash of the water, they become uniformly coated over with a fine hard crust of white carbonate of lime, which retains all the inequalities of the surface on which it is deposited. Once covered with this stony crust, the objects remain unchanged for a long period, being hermetically sealed and protected from the influences of the air. Bankers:—Blanc et Lacombe. Coste-Quiquandon. Roux-Laval, Lespinasse et Cie. Hotels:—Aigle d'Or. Cerf d'Or. Ecu de France. Europe. Nord. Orléans. Paix. Paris.

**Cognac**, one of the centres of the district of Bordeaux wines, and celebrated for the manufacture of brandy, being also a river-port, *dép.* Charente, on the river Charente, 22 m. W. by N. Angoulême, on the railway from Angoulême to Rochefort. Pop. 8,167. The town is ill built, and contains no edifice worthy of notice, except an ancient castle, now converted into warehouses. The brandy, for

the shipment of which the town is celebrated, and which is everywhere known by its name, is made from white wine: that made from red wine is very inferior. In good years wine yields about one-fifth part of its volume of 'eau-de-vie,' whereas in bad years it does not yield more than from a ninth to an eleventh part. All the brandy of Charente is sold under the name of Cognac; but the best qualities are produced in the neighbourhood of the town, and in the adjoining cantons of Blanzac, Jarnac, Rouillac, Aigre, and Ruffec. Bankers:—Durant. Joubert. Matignon et Cie. Renard. Roy-Bry et Cie., with chief house at Rochefort. Hotels:—Commerce. France.

**Colmar**, thriving commercial and manufacturing town, dép. Haut-Rhin, in a fertile plain, on the banks of two tributaries of the Ill, 36 m. NNE. Strasbourg, and 234 m. ESE. Paris, on the railway from Strasbourg to Mulhouse and Basle. Pop. 22,629. Colmar was strongly fortified previous to 1673, when Louis XIV., having taken it from Germany, destroyed its defences, and united it to the dominions of the French crown. The city is now surrounded by boulevards, planted with trees. It has numerous manufactures of cotton stuffs and printed goods, a large cotton and silk ribbon factory, besides others of cutlery, paper, brushes, combs, and leather; and an extensive trade in iron, spices, drugs, and wine, which, with its manufactured goods, it exports largely to Switzerland. Bankers:—Bickard et Wahl. Sée et fils. Viboux et Cie., with branch at Mulhouse. Hotels:—Deux Clefs et de Lyon. Roi de Pologne. Des Trois Rois.

**Compiègne**, commercial town, dép. Oise, on the Oise, which is here crossed by a handsome bridge of three arches; 33 m. E. by S. Beauvais, on the railway from Paris to St. Quentin. Pop. 12,137. The town is ill laid out and ill built, but is famous for its royal palace, one of the most remarkable in France for extent and magnificence. The manufactures of Compiègne are few and unimportant; the town, however, carries on a large trade in textile fabrics, coal, timber, and hemp, which latter article is extensively grown in the environs. Bankers:—Brière et Cie. Claudon et Cie. Séré jeune. Hotels:—La Cloche. France. Soleil d'Or.

**Condé**, fortified town, dép. du Nord, at the confluence of the Hague with the Scheldt, 25 m. SE. Lille, on the railway from Lille to Valenciennes. Pop. 5,804. The town is strongly fortified by works constructed by Vauban; is well built, and contains a handsome town-hall and a fine arsenal. A canal, 15 m. in length, connects Condé with Mons, in Belgium, facilitating a considerable trade in coal, timber, and agricultural produce carried on by the inhabitants.

**Condé-sur-Noireau**, commercial town, dép. Calvados, on the old highroad between Caen and Domfront, 23 m. SSW. Caen, on the

Western railway. Pop. 7,234 in 1861. The buildings of Condé are generally heavy ; the town contains, however, a great many substantial houses, testifying to the wealth of the inhabitants. They carry on a large and important trade in 'coutils,' or canvas-ticking, the commerce of which is represented by more than a hundred wholesale establishments. The town has also manufactures of woollen, cotton, and linen articles, with cutlery. Bankers :—Debon. Donnet. Hardy. Lelogeais. Hotels :—France. Lion d'Or. Victoire.

**Condom**, manufacturing town, *dép.* Gers, on a height the foot of which is washed by the Baise, which is here crossed by two bridges, 23 m. NW. by N. Auch. Pop. 8,070. The town is ill built, but improving ; it is surrounded by boulevards planted with trees, and has numerous villas in its environs. Pens, corks, earthenware, brandy, woollen yarn, and leather are produced here ; and the inhabitants carry on a brisk trade in corn, flour, and wines. Bankers :—De Peyrecave et Cie. Wacheux, Bruchaut et Cie. Hotels :—Cheval Blanc. Lion d'Or. Voyageurs.

**Condrieu**, small town, *dép.* Rhône, on the Rhône, 21 m. S. Lyons, on the Paris-Mediterranean railway. Pop. 2,566. The town has acquired some celebrity for its excellent white wines, the original plants of which were—so the legend runs—brought to this place from Dalmatia by order of the emperor Probus.

**Coutances**, commercial town, *dép.* La Manche, on a hill on the N. bank of the Soulle, 6 m. E. from the sea, and 16 m. WSW. St. Lô. Pop. 8,062. Coutances is a very ancient town, and its streets are narrow, steep, and ill paved, while the houses are mostly of stone, roofed with slate. Druggets, cutlery, and parchments are produced here ; it has also marble-works, and a brisk trade in corn, butter, poultry, flax, hemp, and horses. Bankers :—Lemare. Lerendu et Cie. Hotels :—Angleterre. Dauphin. France. Trois Rois.

**Dax, or Aqs**, very ancient town, celebrated for its mineral waters, *dép.* Landes, in a fertile plain on the Adour, 29 m. SW. Mont-de-Marsan, on the railway from Bordeaux to Bayonne. Pop. 9,856. The town is well built, and is surrounded by walls of Roman construction. Its numerous hot saline springs, accounted efficacious in rheumatism and paralysis, were well known to the Romans, who gave it the name of *Aquæ Augustæ*. The principal of the springs pours its waters into a large basin in the centre of the town, and the evaporation from it is so great, that in cool mornings the whole place is sometimes involved in a fog. Dax has some manufactures of earthenware, pitch, oil, thread, vinegar, leather, and a considerable trade in corn, wine, brandy, and wood. Bankers :—Darqué et Cie. Tauzin et Gardilanne. Hotels :—Croix d'Or. Europe. Figaro. Jambon. Lion d'Or.

**Denain**, manufacturing town, *dép.* du Nord, 6 m. SW. Valen-



ciennes, on the railway from Anzin to Somain. Pop. 10,254. The town has numerous forges, and beet-root factories, and there are extensive coal mines in the neighbourhood, mostly belonging to the Compagnie d'Anzin.

**Denis (St.)**, commercial and manufacturing town, dép. Seine, in a fertile plain near the Seine, and on the canal which unites that river with the canal of Ourq, 5 m. N. Paris on the Northern railway. Pop. 22,052. The town has an establishment for the education of 500 girls, orphans of members of the Legion of Honour, founded by Napoleon I., which occupies the celebrated abbey of St. Denis, founded by Dagobert I. in 613. St. Denis is well built; it has manufactures of woollens, cottons, and leather, several large establishments for making grease, and lubricating oils. The town has also a brisk trade in flour, wine, vinegar, wool, and timber. Banker: —Cayasse. Hotels:—Grand Cerf. Place d'Armes.

**Die**, small manufacturing town, dép. Drôme, on the Drôme, 26 m. SE. Valence. Pop. 3,885. The town is surrounded by a wall flanked with numerous towers. It is clean and well built, and has silk manufactories, tanneries, rope-walks, and paper-mills.

**Dié (St.)**, manufacturing town, dép. Vosges, on the Meurthe, 24 m. ENE. Epinal, on a branch of the railway from Paris to Strasbourg. Pop. 8,793. The town is well situated and well built, and has manufactories of cottons, handkerchiefs, stockings, and potash. Bankers:—Fuzilier, Didierjean et Cie. Phulpin et Cie. Hotels:—Commerce. Poste.

**Dieppe**.—See pp. 191-3.

**Digne**, commercial town, dép. Alpes-Basses, at the foot and on the declivity of a hill, on the Bléone, 55 m. NE. Aix, 78 m. SSW. Grenoble, and 373 m. SE. Paris. Pop. 5,344. Digne is encircled by ancient walls flanked with square towers, and has an active trade in prunes, almonds, corn, hemp, cloth, cattle, and leather. Bankers:—Chaix et Cie. Hotels:—Grand Paris. Petit Paris.

**Dijon**, flourishing commercial town, and the centre of the district of Burgundy wines, dép. Côte d'Or, in a fertile plain at the foot of the Côte d'Or Mountains, on the Ouche, at the confluence of the Suzon; 105 m. N. Lyons, and 160 m. SE. Paris, on the Paris Mediterranean railway. Pop. 37,054. Dijon is surrounded by ramparts planted with trees, and is for the most part well built. Its streets are broad, well paved, and clean; and it contains several large and fine squares. Its environs are extremely beautiful, and few towns in France possess such fine public walks. The Suzon, running in various subterranean channels through different quarters, contributes to the cleanliness for which Dijon is conspicuous. It has some manufactories of linen, cotton, and woollen stuffs, vinegar, mustard, for which it is famous, wax-candles, hats, earthenware, and soap, besides sugar and wax refineries, tanneries, and breweries.

But the principal occupation of the inhabitants is the wine trade, the town having been for a long period the chief depôt and market for the sale of Burgundy. There are twenty-six wholesale wine merchants at Dijon. Bankers:—Branch of Banque de France. Dunoyer. Echalièr-Jomain. Maloir. Guiot et Cie. Hotels:—Cloche. Empereurs. France. Genève. Lion d'Or. Parc. Messageries.

**Dinan**, manufacturing town, dép. Côtes-du-Nord, beautifully situated on a height on the left bank of the Rance, 13 m. E. St. Brieuç, on the Northern railway. Pop. 8,089. The town is surrounded by walls of extraordinary height and thickness, the works outside of which are partly converted into gardens, and laid out as public walks. Dinan has manufactures of sail-cloth, cotton stuffs, flannels, shoes, and hats for the troops and the colonies, leather and beet-root sugar-factories. It has also some trade in butter, hemp, and thread. Bankers:—Bazin de Jessey. Loyer et Cie. Hotels:—Bretagne. Commerce. Duguesclin. Poste.

**Dizier (St.)**, commercial town, dép. Haute Marne, on the Marne, at the point where it becomes navigable, 47 m. NNW. Chaumont, on the railway from Vitry to Chaumont. Pop. 8,077. The town was formerly well fortified, and in 1544 sustained a memorable siege by the emperor Charles V.; but its ramparts have been converted into agreeable promenades. It has cotton factories, iron-foundries, and a considerable trade in wood. Many vessels are built here for the navigation of the Marne. Bankers:—Jacquinot et Bourdon. Royer et Cie. Hotels:—Aigle d'Or. Soleil d'Or.

**Dol**, agricultural town, dép. Ille-et-Vilaine, on an eminence among marshes which have been dried, and are very fertile; 13 m. SE. St. Malo, and 30 N. Rennes, on the railway from St. Malo to Rennes. Pop. 4,191. The town is surrounded by walls and ditches, the remains of its old fortifications, and has a good trade in the agricultural produce of the district.

**Dole**, manufacturing town, dép. Jura, finely situated at the foot of a hill planted with vines, on the Doubs, and on the canal between the Rhone and Rhine; 28 m. N. Lons-le-Saulnier, on the railway from Paris to Besançon. Pop. 10,605. The town was formerly fortified, but its defences have been destroyed and converted into gardens. It has manufactures of straw-hats, leather, chemical products, and agricultural implements; and a considerable trade in corn and wine. Bankers:—Bessard et Cie. Daubigny. Hotels:—Du Centre. Genève. Ville de Lyon.

**Douai**, strongly fortified town, dép. du Nord, on the Scarpe, 18 m. S. Lille, on the railway from Paris to Lille. Pop. 24,486. Douai is well built, and the principal square is large and handsome; it is surrounded with old irregular walls, flanked with towers, and is also defended by forts on both banks of the river. The town contains large establishments of artillery, a vast arsenal, and one of the three

Imperial cannon-foundries. It has manufactures of lace, tulles, gauze, cotton stuffs, thread, and earthenware, glass and soap works, and salt and sugar refineries; with a considerable trade in flax, which is extensively cultivated in the neighbourhood. Bankers:—Debère et Cie. Depondt et Cie. Dupont. Deparis et Cie., with chief house at Valenciennes. Hotels:—Chevalier Rouge. Commerce. Europe. Grand Cerf. Homme Sauvage. Versailles.

**Doullens**, commercial town, dép. Somme, on the Authie, 16 m. N. Amiens. Pop. 4,982. The citadel of Doullens, formerly considered one of the bulwarks of Picardy, was repaired by Vauban, and is very strong. The town has a large cotton-spinning factory, some paper mills, and a considerable trade in corn and cattle. Hotels:—Bons Enfants. Europe. Grand Turc.

**Draguignan**, manufacturing town, dép. Var, in a fertile valley, on an affluent of the Artesby, 40 m. NE. Toulon, and 410 m. SE. Paris, on a branch line of the railway from Toulon to Nice. Pop. 10,062. The town is situated in a valley, surrounded by vine and olive clad hills. There are manufactures of broad-cloth, thrown silks, stockings, and soap, and distilleries. Bankers:—Alleman. Doublier. Hotels:—France. Poste.

**Dunkirk**.—See pp. 193-7.

**Elbeuf**.—See p. 228.

**Epernay**.—See pp. 229-30.

**Epinal**, manufacturing town, dép. Vosges, on both banks of the Moselle; 36 m. SSE. Nancy, 65 m. NNE. Besançon, and 293 m. ESE. Paris, on the railway from Nancy to Belfort and Besançon. Pop. 11,957. The town, which was formerly fortified with ramparts, and defended by a castle, is tolerably well built, and, though ill paved, is clean. It has manufactures of embroidery and lace, linens, stockings, pottery, paper, and oil; and some trade in corn, cattle, iron, deals, and other timber. Bankers:—Galtier-Sof et Cie., with branch at Remiremont. Hotels:—Cheval de Bronze. Pomme d'Or. Poste.

**Etampes**, commercial town, dép. Seine-et-Oise, in a fertile valley, on the banks of two small rivers, 23 m. S. Versailles, on the railway from Paris to Orleans. Pop. 8,220. The town is well built, and consists, together with its suburbs, of one street, extending for two miles along the old highroad between Paris and Orleans. It has straw-hat, soap, leather, and woollen manufactures, many flour mills, and a large trade in corn. Bankers:—Chevallier et Cie. Collin et Cie. Hotels:—Bois de Vincennes. France. Trois Rois. Ville de Rouen.

**Etienne (St.)**.—See pp. 230-3.

**Eu**, commercial town, dép. Seine Inférieure, on the Bresle, about 2 m. from its mouth in the British Channel, 16 m. NE. Dieppe, and 43 m. NNE. Rouen. Pop. 4,416. The town has

manufactures of lace, serges, linseed oil, and soap; is an entrepôt for the corn of the Somme, and has some trade in hemp, flax, timber, and linens, exported at Treport, at the mouth of the river. Bankers:—Sevin-Dejeau et Cie. Hotels:—Commerce. Cygne. Fleurs du Jour. Union.

**Evreux**, manufacturing town, dép. Eure, on the Iton, an affluent of the Seine, 28 m. S. Rouen, and 51 m. WNW. Paris, on the railway from Paris to Cherbourg. Pop. 12,265. The town is generally well built; but the streets are rather narrow, and its houses have an antiquated appearance; it is surrounded by fine promenades, and is well supplied with water. Its situation greatly facilitates its trade, and affords ready outlets for its manufactures of woollen and cotton cloths, leather, tickings, satinettes, and other textile fabrics. Bankers:—Boisney et Cie. Simon et Cie. Thirouin fils. Hotels:—Dauphin. Grand Cerf. Milan. Rouen.

**Fécamp**, sea-port town on the Channel, dép. Seine Inférieure, between two ranges of hills, at the mouth of a small river of the same name, 48 m. NW. Rouen, on a short branch line of the Rouen-Havre railway. Pop. 12,241. The town consists of little more than a main street, not well built, but upwards of two miles in length. The port, though small, is one of the best on the Channel; and it has been very greatly improved by the construction of an inner harbour, with a fine quay, and a magnificent lighthouse. It has two roadsteads: the Great Road, lying opposite to Cricquebœuf, about 2 m. off shore, with thirteen fathoms, and a good clay bottom, mixed with sand; and the Little Road, which lies off the western side of the harbour, and has from ten to seven fathoms. Fécamp manufactures cotton yarn, linen fabrics, seamen's shoes, hardware, rape-seed oil, candles, and soda; and has sugar refineries, tanneries, and building docks. It also fits out vessels for the cod, mackerel, and herring fisheries, and is an entrepôt for colonial produce, salt, and brandy. Bankers:—Dubosc. Legros. Lemaitre. Hotels:—Des Bains. Chariot d'Or. France. Grand Cerf. Londres.

**Figeac**, manufacturing town, dép. Lot, on a declivity beside the Célé, 31 m. NE. Cahors, on the railway from Clermont to Montauban. Pop. 8,881. Figeac is surrounded by an amphitheatre of wooded and vine-clad hills, interspersed with numerous houses and abrupt rocky heights; but the town is generally ill built, and its streets narrow and crooked. It has manufactures of linen and cotton fabrics, dyeing-houses, tanneries, and some trade in wine and cattle. Bankers:—Bru. Liévin. Hotel:—Commerce.

**Flèche (La)**, commercial town, dép. Sarthe, on the Loire, 24 m. SW. Le Mans, on the railway from Paris to Nantes. Pop. 7,077. The town is generally well built, and its streets are broad, clean, and ornamented with fountains supplied by an aqueduct upwards

of  $\frac{1}{2}$  m. in length. It has a large trade in agricultural produce, and is famous for its fowl, 'poulardes et chapons du Mans,' raised in the environs. Bankers:—Coussin. Gasnier-Anger. Védie frères. Hotels:—Etoile. Image. Pélican. Quatre Vents.

**Fontainebleau**, handsome town, dép. Seine-et-Marne, near the Seine, in the forest of the same name, and on the railway from Paris to Lyons, 32 m. SSE. the former city, and 8 m. S. by E. Melun. Pop. 11,980. The town is exceedingly well built and its streets are wide, straight, well paved and clean; but, excepting the principal thoroughfares, they are dull. Fontainebleau owes its celebrity, and indeed origin, to the palace or château of Fontainebleau, a favourite residence of the former kings of France. The town has manufactures of porcelain and other earthenware, and a large trade in wine, and 'chasselas,' an excellent kind of white grape which is grown in the environs. Bankers:—Bordereau. Courtois. Hotels:—Aigle Noir. France. Londres. Lyon. Ménage. Nord. Sirène.

**Fontenay**, commercial town, dép. Vendée, on the Vendée, at the point where it becomes navigable 42 m. SE. Napoleon-Vendée. Pop. 7,971. With the exception of some modern houses, the town is very ill built, and the streets are narrow and ill paved. It has linen and cotton cloth factories, tanneries and breweries, and a considerable trade in timber, charcoal, Bordeaux and other wines. A regular communication is kept up by steamers between Fontenay and La Rochelle. Bankers:—Bonnard. Brisson et Bardet. Geay. Hotels:—Chapeau Rouge. Fontarabie. France. Pélican. Trois Piliers. St. Marguerite.

**Fougères**, manufacturing town, dép. Ille-et-Vilaine, on a hill near the Nançon, 27 m. NE. Rennes. Pop. 9,344. Fougères is well built, has a fine promenade, and is altogether a very agreeable town. There are large manufactures of sailcloth and hemp fabrics, known in trade as St. George cloth, flannels of excellent quality, hats, leather, and dye-houses. Bankers:—Hende et Cie. Leharivel fils. Marion et Cie. Hotels:—St. Jacques. Des Voyageurs.

**Frejus**, ancient sea-port on the Mediterranean, dép. Var, in a spacious plain, 15 m. SE. Draguignan, on the railway from Marseilles to Nice. Pop. 2,887. The modern town is the mere wreck of ancient Frejus, the Forum Julii of the Romans. The latter was a league in circumference, was surrounded by strong walls flanked with towers, and had 40,000 inhabitants. Its amphitheatre, the outer circle of which is 218 $\frac{1}{2}$  ft., still exists in a ruined state. Its port, which was under its walls, and communicated with the sea by means of a canal  $1\frac{1}{4}$  m. in length, was bordered by fine quays, the traces of which still remain, as well as part of a lighthouse, and a large triumphal arch, which formed the entrance from the

port into the town. The sites of the port and canal are now occupied by gardens. The town has some bottle-cork factories, and water-works for sawing timber; but its trade is now quite insignificant, and its ancient fleets have dwindled down to a few fishing boats.

**Gaillac**, commercial town, *dép.* Tarn, on the Tarn, 12 m. SSW. Alby. Pop. 7,834. The town is ill built, but has been of late considerably improved, and is well lighted. The neighbourhood produces some very good, strong-bodied, deep-coloured wines, which bear sea voyages well. These wines constitute the principal exports of Gaillac. Bankers:—Vigné frères. Hotels:—Cassagnes. France.

**Gannat**, commercial town, *dép.* Allier, on the Andelot, 33 m. S. Moulins, on the railway from Moulins to Clermont. Pop. 5,599. The town is ill built, but its environs, which produce good wine, are very beautiful. The inhabitants carry on a considerable trade in corn and wine. Banker:—Chauchard. Hotels:—Nord. Poste.

**Gap**, manufacturing town, *dép.* Hautes Alps, in a wide valley, nearly 2,500 ft. above the sea, surrounded by inferior Alpine ranges, on the old highroad from Paris to Marseilles by way of Grenoble, 44 m. SE. Grenoble. Pop. 8,219. Gap is a very ill built and generally disagreeable town. It has manufactures of woollen cloth, linen fabrics, silks, chamois and other kinds of leather, and cotton yarn. Bankers:—Bigillion, père et fils. Hotels:—Nord. Provence.

**Gaudens (St.)**, thriving commercial town, *dép.* Haute Garonne, on a hill near the Garonne, 48 m. SW. Toulouse, on the railway from Toulouse to Tarbes. Pop. 5,183. The town consists principally of one spacious well-built street. It has manufactures of coarse serge and tape, water-mills for sawing, and a brisk trade in the natural produce of the neighbourhood. Bankers:—D'Angerot. Casse. Thévenin. Hotel:—Commerce.

**Germain-en-Laye (St.)**, commercial town, *dép.* Seine-et-Oise, on a hill adjoining the Seine, 6 m. N. Versailles, and 9 m. NW. Paris, on the railway from Paris to Rouen. Pop. 17,708. Though laid out without any fixed rule, St. Germain is well built, and its streets are wide and well paved. It has manufactures of horse-hair goods and leather; and an active trade in corn, wine, and other agricultural produce. Bankers:—Coquerel. Tavenet. Hotels:—Ange Gardien. Deux Anges. Cheval Noir. Ouest. Pavillon. Prince de Galles. St. Martin.

**Givet**, commercial town, *dép.* Ardennes, on both sides the Meuse, close to the Belgian frontier, 25 m. NNE. Mezières, on the railway from Mezières to Namur. Pop. 6,404. The two divisions of the town are connected by a fine stone bridge of 5 arches; and both are fortified. Givet has a good river-port, a brisk trade, and

manufactures of acetate of lead, sealing-wax, glue, earthenware, pipes, and leather. Hotels:—De l'Ancre. France. Mont d'Or.

**Granville**, fortified sea-port, dép. Manche, built on and adjoining a steep rocky promontory projecting into the Channel, 30 m. SW. St. Lô, and 46 WSW. Caen, with which it is connected by railway. Pop. 17,180. Granville is encircled by strong walls, which shut the citadel off from a suburb on the E. and SE.; and though irregularly laid out with precipitous and narrow streets, contains many fine edifices. The port, on the S. side of the town, is spacious and secure, being defended W. and SW. by a large and handsome granite pier, which cost 2,500,000 francs. The harbour is partially dry at low water. There is regular steam communication between Granville and St. Helier, Jersey, 30 m. distant. Granville has considerable cod and oyster fisheries. The latter employ about 800 hands, in 90 boats, of about 12 tons each. In the cod fisheries of Newfoundland about 70 vessels, of 100 to 350 tons each, are employed, with about 3,000 men; besides which, about 15 vessels are engaged in supplying the French colonies with salt fish. Thirteen vessels are employed in trading with the East and West Indies, and 33 small vessels are employed in the coasting and channel island trade. The total burden of the shipping of the port amounted to 22,000 tons in 1865. Eggs are largely exported from Granville to London. Bankers:—Boisnard-Grandmaison et Cie. Gallien, Toupet et Cie. Hotels:—Boule d'Or. Nord. Soleil. Levant. Trois Couronnes.

**Grasse**, commercial and manufacturing town, dép. Var, on the southern declivity of a hill facing the Mediterranean, from which it is about 7 m. distant, and 23 m. NE. Draguignan. Pop. 12,015. The situation of Grasse is highly picturesque, as it rises in successive terraces of white houses, having at its summit the principal church. The town is noted for its manufactures of perfumeries, and has a large trade in them, which dates from about the middle of the last century. Great quantities of orange-flower water and essences of various kinds are distilled; and extensive purchases of Italian perfumery are made by the inhabitants, who also buy up the flowers of the former principality of Monaco, and of Nice, and the oil of their own arrondissement. Grasse has also manufactures of coarse woollen stuffs, organzined silk, linen thread, leather, soap, liqueurs, and brandy. Fine marble and alabaster are found in the neighbourhood. Bankers:—Isnard. Jean-François. Hotels:—Cloche d'Or. Etranger. Ministres. Poste.

**Grenoble**, flourishing commercial and manufacturing town, dép. Isère, on both sides the Isère, 58 m. SE. Lyons, and 290 m. SE. Paris, on a branch of the Paris-Mediterranean railway. Pop. 34,726. The portion of Grenoble on the left bank of the river—the city, properly so called—is the larger and more ancient; it is

surrounded by bastioned ramparts, and has a citadel, but these defences are at present somewhat out of repair. The portion on the right bank, originally built by the emperor Gratian, called the Faubourg St. Laurent, is confined between the river and the foot of an abrupt mountain, and consists of little more than one spacious street. It is, however, comparatively the more populous division, and the chief seat of commercial activity. Grenoble is noted for its manufacture of kid gloves, and has others of liqueurs, linen fabrics, and felt and straw hats. The town has also a considerable trade in hemp, iron, marble, and the products of its own industry. Bankers:—Branch of Banque de France. Février et Jullien. Gaillard, fils et Cie. Jouvin et Cie. Reveillon et Cie. Hotels:—Alpes. Ambassadeurs. Europe. France. Trois Dauphins et Commerce.

**Gray**, commercial town, *dép.* Haute-Saône, on the declivity of a hill on the Saône, 28 m. SW. Vesoul on the railway from Vesoul to Dôle. Pop. 7,051. The town has a fine quay, and a handsome bridge across the Saône; but its streets are narrow, crooked, and steep. Gray has an extensive trade, being an *entrepôt* for the produce of the southern provinces of France, which are distributed in four large annual fairs. Bankers:—Jouart et Cie. Revon frères. Hotels:—Parc. Paris. Ville de Lyon.

**Guingamp**, manufacturing and commercial town, *dép.* Côtes-du-Nord, on the Trieux, in an extensive plain, 17 m. WSW. St. Briec, on the railway from Paris to Brest. Pop. 7,350. Guingamp was formerly surrounded by walls, parts of which still exist; a spacious street intersects it from end to end. The town has manufactures of the fabrics named after it 'Ginghams,' linen cloth, and thread, and has twelve fairs yearly, at which large quantities of corn, cattle, flax, hemp, and manufactured goods, are sold. Bankers:—Desjars et fils. Eude frères. Hotels:—Roullier. Servin.

**Haguenau**, manufacturing town, *dép.* Bas-Rhin, on the Moder, 15 m. N. Strasbourg, on the railway from Strasbourg to Wissembourg. Pop. 9,439. The Moder divides Haguenau into two arms, one of which intersects the town, while the other encircles it on the south. The town has many oil, madder, and other mills, and manufactures of cotton fabrics and yarn, woollens, and soap. A great trade is carried on in hops grown in the neighbourhood. Banker:—Schmitt. Hotels:—Couronne. Fleur. Sauvage.

**Ham**, fortified town, *dép.* Somme, in a marshy plain near the Somme, and on the canal d'Angoulême, 35 m. ESE. Amiens. Pop. 2,873. Ham is celebrated for its castle, a strong fortress used as a state prison, in which Prince Polignac and other ministers of Charles X. were confined for six years. Subsequently, Ham became the prison of Prince Louis Napoleon, present emperor of the French, from Oct. 10, 1840, to



May 24, 1846. The town has some beet-root distilleries. Bankers :—Boinet. Lamsuret et Cie. Hotels :—Commerce. France. Nord.

**Havre (Le).**—See pp. 197–200.

**Hazebrouck**, manufacturing town, dép. du Nord, in a fertile tract, 23 m. WNW. Lille, on the Northern railway. Pop. 8,273. The greater part of the town is not well laid out; but there are several handsome streets. Hazebrouck has manufactures of linen fabrics, thread, starch, soap, leather, salt, beer, oil, and lime, and a large market for these and other kinds of goods. Bankers :—Legrand et Cie. Hotels :—France. St. Georges. Trois Chevaux.

**Hieres**, or **Hyerès**, commercial town, dép. Var, on the southern declivity of a conical hill 3 m. from the Mediterranean, and 34 m. SW. Draguignan. Pop. 10,860. The town commands beautiful and extensive views, but its internal appearance is far from corresponding with its situation. Hieres was formerly a sea-port; at present, a plain of great fertility intervenes between it and the sea, covered with orange plantations, the best in France, vineyards, and olive grounds. The town has manufactures of orange-flower water and other perfumes; brandy, oil, and silk twist; and trades in these articles, olives and other fruits, and wine. Hotels :—Ambassadeurs. Europe. Hesperides. Iles d'Or. Lion d'Or. Orient. Paris.

**Honfleur.**—See pp. 200–1.

**Issoudun**, commercial town, dép. Indre, on the Theols, which is here crossed by three bridges, 16 m. NE. Châteauroux, on the railway from Paris to Toulouse. Pop. 14,282. The town stands partly on the declivity of a hill, and partly in the plain at its foot, and is better laid out and built than any other town in the centre of France. It has linen and woollen cloth and parchment factories, and is a place of considerable commercial activity. Bankers :—Berger. Dansart. Lemor et Cie. Hotels :—Ecu. France. Lion d'Argent. Pomme d'Or. Tête Noire.

**Jean d'Angely (St.)**, commercial town, dép. Charente Inférieure, on the Boutonne, which here begins to be navigable for vessels of from 30 to 40 tons, 33 m. SE. by E. La Rochelle. Pop. 6,405. The town is ill built, but clean and cheerful. It has a very brisk trade in wine, brandy, and timber. Banker :—Arnaud. Hotels :—Bateau à Vapeur. Cloche. Couronne. France. Messageries.

**Joigny**, thriving commercial town, dép. Yonne, on the Yonne, 15 m. NW. by N. Auxerre, on the Paris-Mediterranean railway. Pop. 5,971. A handsome quay runs along the bank of the river, above which the town rises on a steep declivity, crowned with the remains of an ancient castle. Joigny has vinegar and other factories, and an extensive trade in fruit and wine, the produce of the surrounding districts. Bankers :—Mersier-Lodereau. Ragobert. Hotels :—Duc de Bourgogne. Posts.

**Lamballe**, small manufacturing and trading town, *dép.* Côtes-du-Nord, on the declivity of a hill, beneath which runs the railway from Paris to Brest, 12 m. ESE. St. Briec. Pop. 4,256. The town is well built and has an industrious and thriving population, who carry on manufactures of woollens, linens, parchment, and leather, and a considerable trade in agricultural produce.

**Landerneau**, river-port, *dép.* Finistère, on the Elorn, 12 m. ENE. Brest, on the railway from Brest to St. Briec. Pop. 6,959. Landerneau is ill built, and badly paved; but its quays are good, and its port admits vessels of from 300 to 400 tons. It has a large and fine marine hospital, formerly an Ursuline convent, and considerable manufactures of linen cloth and leather. There are daily steamers running to Brest. Banker:—Gaie. Hotels:—Lion d'Or. Trois Piliers. Univers.

**Lannion**, manufacturing town and river-port, *dép.* Côtes-du-Nord, on the Guer, 35 m. WNW. St. Briec. Pop. 6,598. The port of Lannion is bordered by a spacious quay, but within the last 40 years vessels of above 250 tons have been unable to come up to the latter. The town has manufactures of linen fabrics, and an active trade in agricultural produce. Bankers:—Ducasse et fils. Pierre. Hotels:—Commerce. Letulle.

**Laon**, manufacturing town, *dép.* Aisne, on the summit of a steep hill, 52 m. WSW. Mezières, and 74 m. NE. Paris, on the railway from Rheims to Amiens. Pop. 10,090. The town is about two miles in length, narrow in the centre, expanded at either extremity, and surrounded by old walls, flanked with numerous small towers. It has manufactures of nails, leather, copperas, and earthenware.

**Laval**, commercial and manufacturing town, *dép.* Mayenne, on the Mayenne, and on the railway from Paris to Brest, 150 m. WSW. Paris, and 42 m. E. Rennes. Pop. 22,892. The town stands on a steep declivity on the western bank of the river, across which it communicates with a suburb of about half its own size by two stone bridges. It has considerable manufactures of linen-stuffs and thread, cotton handkerchiefs, calicoes, flannel, and numerous bleaching grounds, tanneries, and marble works. It is also the *entrepôt* for the linen fabrics and yarn made in the adjacent districts, markets being held every Saturday for such goods, and for wines, brandy, timber, iron, and wool, in which it has a considerable traffic. Bankers:—Branch of Banque de France. Nouvel et Cie. Paumard et Cie. Piquet et Cie. Hotels:—Dauphin. France. Ouest. Paris. St. Louis.

**Lavaur**, commercial and manufacturing town, *dép.* Tarn, on the Agout, here crossed by a stone bridge, 32 m. SW. Alby, near the railway from Alby to Toulouse. Pop. 7,438. Lavaur is divided into an old and a new town, both of which are ill built. It has manufactures of silk stuffs, chiefly for furniture; and is the *entrepôt*

for the silk goods of Upper Languedoc. Bankers:—Maraval frères et Cie. Hotel:—Commerce.

**Lectoure**, manufacturing and commercial town, dép. Gers, on the summit of a steep isolated rock, 19 m. N. Auch. Pop. 5,914. The town was formerly surrounded with a triple range of strong walls, the remains of which still exist. It has manufactures of serge and coarse woollen cloths, and a considerable trade in cattle, wines, brandy, and agricultural produce. Banker:—Ducasse Jeune. Hotel:—Labadie.

**Leonard (St.)**, small town, dép. Haute Vienne, on a hill near the Vienne, here crossed by a handsome bridge, 12 m. E. Limoges. Pop. 3,504. It has manufactures of coarse woollens, paper, and earthenware.

**Libourne**, river-port, dép. Gironde, on the Dordogne, at its junction with the Isle, 26 m. ENE. Bordeaux, on the railway from Paris to Bordeaux. Pop. 13,565. The town is regularly and well built. Its streets are wide and clean, its houses elegant, and it is surrounded with good walls and agreeable promenades. The port, at high water, has from 10 to 16 ft. water, admitting vessels of 300 tons burden. Libourne has manufactures of woollen stuffs, articles of military equipment, glass and cordage, and docks for ship-building. It is an entrepôt for salt and agricultural produce destined for Bordeaux. Bankers:—Delange. Gourmel et Cie. Pailhas Jeune. Hotels:—Europe. Midi. Princes.

**Lille**.—See pp. 233–5.

**Limoges**, flourishing commercial and manufacturing town, dép. Haute Vienne, on the declivity of a hill, at the foot of which runs the river Vienne, which is here crossed by an old stone bridge of six arches, 110 m. NE. Bordeaux, and 215 m. SSW. Paris, on the railway from Paris to Bordeaux. Pop. 51,053. Limoges is divided into the 'city' and the 'town.' The former occupies the site of the ancient Celtic and Roman city near the river, and is ill built; its streets are narrow and ill-paved, and its houses mostly of wood above the ground floor. The latter division, which is of modern date, on the upper part of the hill, is open, well built, surrounded with pleasant promenades, and particularly healthy. The manufactures of Limoges, which are important, include glass and earthenware, broad cloths, cassimeres, druggets, and other woollen fabrics, calicoes, cotton, linen, and hempen yarn, hats, wax candles, cards, paper, glue, and other articles. It has numerous tanneries, cotton and woollen dyeing houses, and iron forges: its wax bleaching factories rival those of Mans, and its brandy and liqueurs are in high repute. Limoges furnishes nearly all porcelain earth required for the manufactures of France, its natural supplies of this important article being deemed all but inexhaustible. Bankers:—Branch of Banque de

France. Abria et Cie. Beaulieu. Brigueil. Dumas fils. Tarneaud frères. Hotels:—Aigle d'Argent. Boule d'Or. Cité. Morel. Périgord. Richelieu. Toulouse.

**Limoux**, manufacturing town, dép. Aude, on the Aude, 13 m. SSE. Carcassonne, on a branch line of the railway from Toulouse to Cette. Pop. 6,937. The town is generally well built, paved, and lighted, and has a cheerful aspect. Its woollen manufactures produce annually from 11,000 to 12,000 pieces of broad cloth: it has also several woollen yarn factories, tanneries, and oil mills, and is an entrepôt for iron goods, in which, and in wines, oil, soap, and leather, it has an active trade. Bankers:—Claron fils et Cie. Rogues-Leblond et Salvaire. Salvaire fils et Cie. Hotels:—Commerce. Lion d'Or.

**L'Isle**, manufacturing town, dép. Vaucluse, on an island in the Sorgues, a tributary of the Rhône, 12 m. E. by S. Avignon. Pop. 6,517. The town, which stands in a most beautiful situation, manufactures woollen fabrics and yarn, tram and organzine silk, and leather, and has some trade in silk, madder, oil, and wine. Bankers:—Bonnet. Tiran fils. Hotels:—Notre Dame. Pétrarque et Laure. St. Martin.

**Lo (St.)**, manufacturing town, dép. La Manche, on the Vire, and on the railway between Paris and Cherbourg, 156 m. W. by N. the former. Pop. 9,810. The town is ill laid out; the streets are steep and irregular, and they mostly lead to a square in the highest and central part of the town. St. Lo has important manufactures of fine woollen cloths, druggets, canvas, serges, calicoes, lace, and cutlery, and a considerable trade in thread, iron, salt butter, cider, honey, and cattle. Bankers:—Branch of Banque de France. Lecoeur et Cie., with branch at Cherbourg. Hotels:—Cheval Blanc. Commerce. Neuf Bourg. Soleil Levant.

**Loches**, small manufacturing town, dép. Indre-et-Loire, on a hill near the Indre, 23 m. SE. Tours. Pop. 5,267. The town is irregularly laid out, and its streets are narrow; but it is clean, and has many good houses. It has manufactures of linens and coarse woollen cloths, paper, and leather. Bankers:—Bruneau et Cie. Voyne et Cie. Hotel:—Commerce.

**Lodeve**, thriving manufacturing town, dép. Hérault, on the Ergue, at the foot of the Cevennes, 27 m. WNW. Montpellier, on a branch line of the railway from Montpellier to Toulouse. Pop. 11,864. The town is ill built, and surrounded by old fortifications, but most of the houses are of substantial and a few of handsome construction. In Lodeve and its neighbourhood, from 7,000 to 8,000 workmen are employed in the manufacture of woollen cloth for the army, and nearly all the inhabitants of the town are in some manner connected with this business, at least three-fourths of the

population belonging to weavers' families. The government demand for this cloth being constant, the people engaged in its manufacture have always employment, and their condition is consequently vastly better than that of most workmen in the ordinary departments of industry. Bankers:—Crozalz frères. Nouguiet et Coste. Hotels:—Cheval Vert. Croix Blanche. Nord.

**Lons-le-Saulnier**, commercial town, dép. Jura, in a deep valley, 50 m. SE. Dijon, on the railway from Besançon to Macon. Pop. 9,862. The town is generally well built, clean, and furnished with numerous public fountains, one of which, in the Place d'Armes, is ornamented with a statue of Pichegru, in white marble. At the northern extremity of the town is a famous salt spring. Lons-le-Saulnier is the entrepôt of the agricultural produce, iron goods, timber, and wines of the département, and has a fair on the 15th of every month. Bankers:—Favre-Rollier. Gros, Pernet et Cie. Prost et fils. Hotels:—De l'Europe. Paris.

**Loudun**, manufacturing town, dép. Vienne, on a hill, 31 m. NNW. Poitiers. Pop. 4,504. The town was formerly of considerable importance, and has still many large houses and wide streets; but its inhabitants being principally Protestants, it suffered much from the revocation of the edict of Nantes, from the effect of which it has never recovered. It has, however, still some manufactures of woollen cloth and lace. Bankers:—Bertrand. Voisine et Cie. Hotels:—France. Poste. Trois Marchands.

**Louviers**.—See pp. 235–6.

**Lunel**, commercial town, dép. Hérault, on the canal of Lunel, 14 m. ENE. Montpellier, on the railway from Montpellier to Nîmes. Pop. 6,737. The town has numerous liqueur and brandy distilleries, and a brisk trade in corn, wines, and raisins. The muscadine wine, produced from vineyards situated on gently rising grounds to the north of the town, and bearing its name, is reckoned by some connoisseurs as the best of its class, and is rivalled only by the Frontignan. The canal de Lunel forms part of a great water communication between the Rhône and the Gironde. Hotels:—Nord. Palais Royal.

**Luneville**, thriving commercial town, dép. Meurthe, on the Vezouze, and on the railway from Paris to Strasbourg, 16 m. SE. Nancy. Pop. 15,528. The town is generally well built, and has a good square, and a palace erected by Leopold, duke of Lorraine, early in the last century, and long the residence of Stanislaus, king of Poland. Luneville has manufactures of woollen cloth, woollen and cotton yarn, gloves, and earthenware, and a large trade in corn and wine. Bankers:—Jambois-Husson et Cie., with principal house at Nancy. Traxelle. Hotels:—Faisan. Vosges.

**Luxeuil**, small town noted for its mineral waters, dép. Haute-

Saône, on the Breuchin, 15 m. NE. Vesoul. Pop. 3,855. The town is well built and clean, and has manufactures of hats, leather, tin and iron goods. It is chiefly remarkable for its hot or thermal springs, which are annually frequented by from 500 to 600 visitors.

**Lyons.**—See pp. 144–51.

**Macon**, one of the centres of the district of Burgundy wines, dép. Saône-et-Loire, on the Saône, on the railway from Paris to Lyons. Pop. 18,006. The town is pleasantly situated, but is generally ill built; the streets are narrow, crooked, and paved with rounded pebbles, and the houses, though of stone, devoid of symmetry. It has manufactures of coverlets, clocks and watches, copper and earthenware, pump machinery, and barrels. But Macon is principally dependent on its wine trade. The same chain of hills that overhang the rich vineyards of the Côte d'Or extends through the département of the Saône-et-Loire, and the part of the département of the Rhône called the Beaujolais. In commerce the wines both of the Maconnais, or district round Macon, and of the Beaujolais, are known by the name of Macon wines, from Macon being the emporium where they are mostly sold. They are strong and durable, and in general may be regarded as ranking next to the Beaune wines. The best growths are those of Torins, Romanèche, Chenas, and Pouilly. On the bank of the Saône opposite Macon is the flourishing suburb of St. Laurent, the seat of a large corn-market. Bankers:—Charnay-Crozet et Villard. Pellissier. Hotels:—Champs Elysées. Europe. Paris. Sauvage.

**Malo (St.).**—See p. 203.

**Mamers**, small manufacturing town, dép. Sarthe, 24 m. NNE. Le Mans. Pop. 5,839. The town is indifferently built, but has of late been greatly improved. It has manufactures of hempen, cotton, and woollen fabrics, and several tanneries and breweries.

**Mans (Le)**, flourishing commercial town, dép. Sarthe, on the Sarthe, here crossed by three bridges, 50 m. NE. by N. Angers, and 120 m. SW. Paris, on the railway from Paris to Nantes. Pop. 37,209. The town stands partly on the declivity of a hill, and partly beside the river. The latter portion is very ill built, and has narrow crooked streets, impassable for carriages; but the upper town, though irregular, is open, and tolerably well built, its houses being of stone, roofed with slate. It has manufactures of linen and coarse woollen stuffs, and wax candles; and a very considerable trade in these, and in rags, iron, salt, wine, brandy, and agricultural produce. Bankers:—Branch of Banque de France. Carron et Cie. Corbière et Cie. Lebreton et Cie. Portet-Lavigerie et Cie. Hotels:—Boule d'Or. Cheval Blanc. Croix d'Or. Dauphin. France. Saumon.

**Martigues (Les)**, maritime town, dép. Bouches-du-Rhône, on an island in the channel between the lagoon of Berre and the Medi-

terranean, on either bank of which channel are its suburbs of Ferrieres and Jonquieres, 18 m. WNW. Marseilles. Pop. 8,433. The situation of Les Martigues, amid pools and canals, has made it be called the Venice of Provence. The town is well built, and has several good streets and quays, and handsome buildings; but it is ill supplied with water. Its port is much resorted to by fishing-boats. Merchant vessels are built here; and it has an active trade in olive oil, fish, wine, and salt.

**Mayenne**, manufacturing town, dép. Mayenne, on both sides the river Mayenne, 18 m. NNE. Laval, near the railway from Laval to Caen. Pop. 10,370. The old town stands on the right, or western bank of the river, the portion on the opposite bank, though comprising a third of the entire population, is considered only a suburb. Mayenne is ill built; its streets are steep, irregular, and inconvenient, and its houses old and odd-looking. It possesses manufactures of linen and cotton fabrics; the former of which has, however, greatly declined of late years, while the latter has increased. Bankers:—Couturier. Pivette. Hotels:—Europe. France. Pavillon. Saint Jacques. Tête Noire.

**Mazamet**, rising commercial town, dép. Tarn, on the Arnette, a tributary of the Tarn, 32 m. SSE. Albi. Pop. 10,924. The population and prosperity of the town are increasing; it has some manufactures of woollen cloth, several dyeing establishments and paper mills, and considerable annual fairs for cattle. Bankers:—Combes. Drouet fils. Hotels:—Lion d'Or. Midi.

**Meaux**, commercial and manufacturing town, dép. Seine-et-Marne, on both sides the Marne, 24 m. ENE. Paris, on the railway from Paris to Strasbourg. Pop. 10,762. The town is pleasantly situated, and is tolerably well built. Its old ramparts have been laid out in public walks, and it has some good promenades along the river, and a spacious public square. Meaux has manufactures of cotton stuffs, earthenware, and glue. Numerous flour-mills are constructed on the Marne, the produce of which is sent to Paris, and the town has a good deal of trade in this and other articles of farm produce. Its traffic is greatly facilitated by the canals of Ourcy and Cornillon. Bankers:—Dumont. Lemoine. Hotels:—Commerce. Grignon. Trois Rois,

**Melun**, thriving commercial town, dép. Seine-et-Marne, on an island in and on both sides the Marne, 25 m. SE. Paris, on the railway from Paris to Dijon. Pop. 11,170. The town is well built, and, being pleasantly situated, has a fine appearance from without. It has a few manufactures of woollen cloths, printed cotton and linen goods, and glass, and a great trade in corn and other products destined for the Paris markets. Bankers:—Courtois et Robillard. Germain. Hotels:—Commerce. France et des Princes. Grand Monarque.

**Mende**, manufacturing and commercial town, *dép.* Lozère, on the Lot, 48 m. ENE. Rodez. Pop. 6,370. The town is badly built and laid out, but is well supplied with water by numerous public fountains. Mende is the centre of the manufacture of a peculiar kind of coarse woollen cloths, called 'serges de Mende,' which are largely exported to Spain, Italy, and Germany. Bankers:—Brun père et fils et Bonnafour. Second père et fils. Hotels:—Chabert. Commerce. Voyageurs.

**Metz.**—See pp. 236–7.

**Meze**, small maritime town, *dép.* Hérault, on the lagoon of Thau, 5 m. NW. Cette. Pop. 6,106. The town has a small port, capable of receiving 60 vessels of 40 tons each, and manufactures of brandy and liqueurs.

**Mezières**, fortified town, *dép.* Ardennes, on the Meuse, which mostly surrounds the town, and is here crossed by two stone bridges, 80 m. NW. Metz, on the railway from Metz to Luxembourg. Pop. 5,605. The town is walled, and is further defended by a strong citadel. It has tanneries, breweries, and some trade in leather, coarse woollens, and linens.

**Mihiel (St.)**, small manufacturing town, *dép.* Meuse, on the Meuse, 20 m. NE. Bar-le-Duc. Pop. 5,467. The town was formerly surrounded with walls, but which have long been demolished. It has manufactures of cotton cloth and yarn. Hotels:—Bras d'Or. Cygne. Licorne.

**Milhau**, commercial town, *dép.* Aveyron, on the Tarn, 30 m. SE. Rodez, on the railway from Rodez to Cette. Pop. 12,636. The town is generally well built, and its streets, though narrow, are regular. It has several squares and public fountains, and a good bridge over the Tarn. It produces woollen cloth, leather and leather gloves, silk twist; and has a considerable trade in cheese, timber, cattle, wool, almonds, wine, and other agricultural produce. Bankers:—Fabry jeune et Bonhomme. Vergnettes et Cie. Hotels:—Chapeau Rouge. Commerce. Nord. Voyageurs.

**Mirecourt**, manufacturing town, *dép.* Vosges, on the Madon, a tributary of the Moselle, 16 m. NW. Épinal, on a branch line of the railway from Paris to Strasbourg. Pop. 5,533. The town is ill built, and has no remarkable public edifice. It is principally noted for its manufactures of violins, guitars, barrel organs, and other musical instruments, which occupy most part of the male population, while the females are employed in making lace. Bankers:—Bastien-Aubry. Collin-Grandjean. Evrard et Cie. Lesnés et Cie. Hotels:—Commerce. Halles. Poste.

**Mirepoix**, small town, *dép.* Ariège, on the Lers, a tributary of the Ariège, 15 m. NE. Foix. Pop. 4,189. The town is well built and clean, and has manufactures of coarse woollen and cotton cloths.



**Moissac**, commercial town, dép. Tarn et Garonne, on the navigable river Tarn, crossed here by a handsome stone bridge, 14 m. WNW. Montauban, and 97 m. SE. Bordeaux, on the railway from Bordeaux to Toulouse. Pop. 10,445. The town is tolerably well built, and has an elegant fountain in its principal square. A good deal of corn is ground here for the use of the colonies, and the town has a considerable trade in wheat, oil, saffron, and wine. Banker:—Teyssier. Hotels:—Midi. Nord.

**Montargis**, ancient town, dép. Loiret, at the confluence of the canals of Orleans, Briare and Loing, 39 m. E. by N. Orleans, on the railway from Paris to Moulins. Pop. 8,010. Though ill laid out, the town is pretty well built; it is in part surrounded by old walls, and has the ruins of a large castle, in which the French kings often held their court. Montargis has manufactures of coarse woollen cloths, and a considerable trade in honey, wax, and saffron. Bankers:—Garnier. Sauvard-Deflou. Hotels:—Madeleine. Poste. Ville de Lyon.

**Montauban**, thriving commercial and manufacturing town, dép. Tarn-et-Garonne, on an eminence on the banks of the Tarn, crossed here by a bridge of 7 arches, 122 m. ESE. Bordeaux, on the railway from Toulouse to Bordeaux. Pop. 27,054. The town, properly so called, is small, and irregularly laid out, with narrow ill-paved streets, lined by old houses having projecting gables; but the suburbs, which are of considerable extent, present a very different appearance, having straight, wide, and regular streets, with new, large, and elegant mansions. Montauban has manufactures of serges, flannels, coarse cotton fabrics, and silk stockings, earthenware, soap, brandy, starch, leather, and beer. It likewise carries on a considerable trade in textile manufactures, and is a large entrepôt for corn and wine. Bankers:—D'Aubas de Gratiollet. Portal père et fils. Versein fils. Hotels:—De l'Europe. De France.

**Montbrison**, ancient town, dép. Loire, 237 m. SSE. Paris, on a branch line of the railway from Lyons to Le Puy. Pop. 7,201. The town was formerly fortified, and is irregularly laid out with narrow streets and low houses. Montbrison is very unimportant, having no manufactures, and only a limited retail trade.

**Mont-de-Marsan**, manufacturing town, dép. Landes, 64 m. S. Bordeaux, on the railway from Bordeaux to Tarbes. Pop. 5,574. The town is situated on the side of a declivity close to the navigable river Midouze, and is clean, well paved, and regularly laid out. It has manufactures of coarse woollen cloths, blankets, and sail-cloth; and some trade, chiefly with Bayonne, in wine and brandy. Bankers:—Du Luc et Cie. Lacroix. Sourbets fils. Hotels:—Ambassadeurs. Cheval Blanc. France. Midi.

**Montélimart**, commercial town, dép. Drôme, on the Jabron,

near its confluence with the Rhône, 70 m. S. Lyon, on the railway from Lyons to Marseilles. Pop. 12,044. Montélimart is surrounded with walls, and is generally well built, the chief street being wide and paved with basalt. Near the town is a mineral spring, highly esteemed for its medicinal qualities, and the neighbourhood is remarkable for the abundance and variety of its fruits. The manufacture of figured silks is the only important branch of industry; but it has a considerable retail trade. Bankers:—Marre frères et Cie. Soubeyran frères. Hotels:—Croix d'Or. Lion d'Or. Midi. Poste.

**Montereau**, commercial and manufacturing town, dép. Seine-et-Marne, at the confluence of the Seine and Yonne, each of which is crossed here by a stone bridge, 42 m. SE. Paris, on the railway from Paris to Lyons. Pop. 6,217. The town has a fine open market-place, and is well built. It has extensive manufactories of earthenware, with some tan-yards, and a considerable trade with Paris, chiefly in corn, flour, and wood for fuel. Banker:—Lhotellier fils. Hotels:—Croix Verte. France. Grand Monarque. Lyon.

**Montluçon**, commercial town, dép. Allier, on the Cher, close to the canal De Berri, in a valley bordered by vine-clad hills, 38 m. WSW. Moulins, on the railway from Moulins to Limoges. Pop. 16,212. The town is well built and pleasantly situated. It produces some coarse woollen and linen fabrics, and has a considerable trade in corn, wine, cheese, and cattle. Bankers:—Moussy-Armet. Failhardat et Cie. Hotels:—Europe. France. Grand Cerf.

**Montpellier**, flourishing commercial and manufacturing town, dép. Hérault, on the Lez, about 5 m. from the Mediterranean, and 77 m. W. by N. Marseilles, on the railway from Marseilles to Toulouse. Pop. 51,865. The town is beautifully situated on the declivities of a low hill, commanding views of the Alps, the Pyrenees, the Cevennes, and the sea. It has manufactures of woollen cloths, cotton handkerchiefs, muslins, table and other linens, hats, silk, cotton, and woollen hosiery; with cotton-thread factories, distilleries, sugar refineries, breweries, and chemical works. It is connected with the port of Cette, 17 m. SW. by a railway, and has a brisk trade with it, and with Agde and Narbonne, exporting large quantities of fresh and dried fruits, wool, and other kinds of rural produce, in addition to its manufactured products. Bankers:—Branch of Banque de France. Castelnau et Cie. Glaize et Cie. Ode. Raymond. Viel et Cie. Hotels:—Cheval Blanc. Londres. Midi. Rochelle. Tapis Vert.

**Morlaix**, ancient town and sea-port, dép. Finistère, 33 m. ENE. Brest, and 283 m. W. by S. Paris, on the railway from Paris to Brest. Pop. 14,008. Morlaix is situated at the foot of two hills, and at the confluence of two small rivers, forming a considerable estuary and commodious harbour for vessels of 400 tons burden.

At the bottom of the harbour stands a well-fortified castle; and hills covered with gardens, formed into terraces, rise immediately above the town, the main street of which runs parallel with the quays. The principal manufactures are those of tobacco and linen cloth; and the town has also a considerable trade in butter, corn, tallow, honey, and wax. Banker:—Alexandre. Hotels:—Europe. France. Provence. Voyageurs.

**Moulins**, commercial and manufacturing town, *dép.* Allier, on the river Allier, which is here crossed by a handsome stone bridge of 13 arches, in a fertile plain, 159 m. SSE. Paris, on the railway from Paris to Clermont. Pop. 17,581. The streets of Moulins are narrow and irregular, but clean and well paved; most of the houses are of brick, but a few also of stone. The town has manufactures of cutlery, especially scissors, which are highly esteemed, and establishments for making coarse cotton and woollen fabrics, haberdashery, and hats, with steam corn-mills, glass-houses, and tan-yards. It has a considerable trade in corn, wine, silk, timber, coal, and cattle, chiefly with Orleans, by railway, as well as by the Loire navigation. Bankers:—Benoist. Delageneste-Pestel. Pommier et Cie. Watelet frères. Hotels:—Allier. Centre. Dauphin. Europe. Paris. Quatre Vents.

**Mulhouse**.—See pp. 237–8.

**Nancy**.—See pp. 239–40.

**Nantes**.—See pp. 204–5.

**Narbonne**, ancient and thriving commercial city, *dép.* Aude, about 4 m. S. from the Aude, and 7 or 8 m. from the Mediterranean, on the railway from Montpellier to Perpignan, 52 m. SW. Montpellier, and 34 m. N. by E. Perpignan. Pop. 16,062. The city stands in a fine plain, and is surrounded by a wall flanked with towers, and entered by four gates. It is divided by the canal into two nearly equal parts, *la Bourg* and *la Ville*, connected by three bridges. Narbonne has manufactures of silk, coarse linen cloth, worsted caps, and paper, with numerous distilleries, potteries, chemical works, and tan-yards. It is the centre of the wine and spirit trade of the *département*, and the principal support of the inhabitants is derived from an extensive commerce in wine, corn, brandy, silk, oil, salt—obtained from the neighbouring lagoons—wax and honey, which it exports, partly to Bordeaux, by the Canal du Midi, and partly to Marseilles and other markets on the Mediterranean, by its port of *La Nouvelle*, at the mouth of the canal on which it is built. The honey of Narbonne is considered the finest in the world. Its peculiar excellence is said to be owing to the variety of nourishment for the bees. The hives are moved from one place to another. From the gardens of the city they are carried to the meadows in the neighbourhood, and they are afterwards conveyed 30 or 40 miles, as far

as the slopes of the Pyrenees, so that the treasures of the gardens, meadows, and mountains are all rifled to produce the honey of Narbonne. Bankers:—Brenquier. Calmettes et Cie. Larroque. Vié-Anduze. Hotels:—De la Dorade. France.

**Nazaire (St.)**.—See pp. 205-7.

**Nevers**.—See pp. 240-41.

**Nemours**, small town, *dép.* Seine-et-Marne, on the Loing, 18 m. S. by E. Melun, on the railway from Melun to Nevers. Pop. 3,734. The town is surrounded by the river and the Canal du Loing, and inclosed by walls. It has some large tanneries and leather factories, and a brisk trade in agricultural produce.

**Nerac**, commercial town, *dép.* Lot-et-Garonne, on the Baise, a tributary of the Garonne, 16 m. SW. Agen. Pop. 7,283. Nerac is divided into the old and new town, one on either bank of the river, here crossed by two stone bridges. The town has manufactures of coarse woollens, ship biscuit, and corks; and a large trade in linen fabrics, corn, flour, wine, and brandy. Bankers:—Depeyrecave et Cie., with chief house at Agen. Hotel:—Tertre et de France.

**Neuilly**, handsome town in the environs of Paris, *dép.* Seine, on the Seine, here crossed by a fine stone bridge, on the road from Paris to St. Germain,  $1\frac{1}{2}$  m. WNW. from the Barrier de l'Etoile. Pop. 13,216. Neuilly, celebrated as a former royal residence, has manufactures of earthenware and chemical products, and distilleries of ratafia.

**Nice**.—See pp. 219-20.

**Nîmes**.—See pp. 241-2.

**Niort**, thriving manufacturing town, *dép.* Deux-Sèvres, on the Sèvre-Niortaise, 34 m. ENE. La Rochelle, and 43 m. WSW. Poitiers, on the railway from Paris to La Rochelle. Pop. 20,831. The town is pleasantly situated on the declivities of two hills, and is surrounded by planted promenades. It has manufactures of leather, gloves, shoes, woollen stuffs, wooden and horn articles, with cotton mills, and distilleries of Colza oil. The town is also an entrepôt for the wines of the Gironde, and for timber, wool, hides, and cattle. Niort is celebrated for its confectionery, and its gloves, 'façon Castor.' Bankers:—Bonfils, Gautreau et Cie. Defond et Rallet. Delagrange et Cie. Hotels:—Etrangers. France. Raisin de Bourgogne. Trois Piliers.

**Noirmoutiers**, small sea-port, *dép.* Vendée, on the eastern side of the island of the same name. Pop. 6,248. The town is tolerably well built and paved, and has a harbour capable of receiving vessels of from 50 to 60 tons. The island of Noirmoutiers is separated from the main land by a channel about one mile in breadth, but which at ebb tide may be passed by horses and vehicles. Its total area is about 70 sq. m. It is in no part much above, and in many

parts below high water mark, being protected against inundations on the west by a range of natural sand-hills or dunes, and on the south by artificial embankments. A portion of the surface is very fertile, and corn and beans are grown for exportation. Wine is also grown; but the chief product of the island is salt, from extensive marshes and salt-pans.

**Noyon**, manufacturing town, *dép.* Oise, on the Vorse, a tributary of the Oise, 42 m. ENE. Beauvais, on the Northern railway. Pop. 6,348. The town is well built, and surrounded by numerous gardens. It has manufactures of fine linens, tulle, hosiery, leather, and copperas, and several large printing establishments. Bankers:—Léon Brière et Cie. Hotels:—Du Chevalet. Du Nord.

**Oloron**, commercial town, *dép.* Basses-Pyrénées, on the summit and declivity of a hill beside the river Oloron, across which it communicates with the town of Ste. Marie by a lofty bridge, 13 m. SW. Pau. Pop. 9,362. The town has manufactures of woollen cloths, yarn, hosiery, paper, and leather; and a very active trade in French and Spanish wool, sheep-skins, 'jambons de Bayonne,' and other salted meats, cattle, and timber. It is the general *depôt* for the timber of the Pyrenees destined for the dockyard of Bayonne. Bankers:—Casalès. Pinède fils. Proharam et Bouderon. Hotels:—Cheval Blanc. France. Lion d'Or. Pomme d'Or. Voyageurs.

**Omer (St.)**, strongly fortified town, *dép.* Pas de Calais, on the Aa, at its junction with the canal of Neuffossé, 40 m. NW. Arras, and 29 m. E. by N. Boulogne, on the railway from Calais to Lille. Pop. 22,011. The town is partly built on a hill, but principally in the low and marshy plain at its foot. The circumference of its ramparts is about  $2\frac{1}{2}$  m.; but beyond its moats and glacis are several strong and extensive outworks. St. Omer has manufactures of common woollen cloths, woollen yarn, lace, basket-work, fishing-nets, soap, starch, glue, and tobacco-pipes; it has also many distilleries, breweries, paper-mills, and tanneries, and an active trade in corn, wine, oils, flax, and coal. Beyond the walls are two suburbs, the inhabitants of which are principally gardeners. Bankers:—Le Doyen. Legrand et Cie. Hotels:—Ancienne Poste. Commerce. De l'Angleterre. Double Croix Noire. Porte d'Or.

**Orange**, manufacturing town, *dép.* Vaucluse, on the Meyne, a tributary of the Rhône, in a fine plain about 5 m. E. the latter river, and 12 m. N. Avignon, on the Paris-Mediterranean railway. Pop. 10,007. The town, which is very ancient, has numerous silk mills, manufactures of handkerchiefs, coloured linens, called 'toiles d'Orange,' serge, and other textile fabrics, with distilleries and potteries. Bankers:—Barrellet et Cie. Hotels:—De l'Evêché. Luxembourg. Poste. Princes.

**Orleans**.—See pp. 242-3.

**Orthez**, commercial town, *dép.* Basses-Pyrénées, on the Gave de Pau, 24 m. NW. Pau. Pop. 6,724. The town is well laid out and built, but ill supplied with water. It has a few manufactures of woollen stuffs, brass and iron wire, and copper wares, and an extensive trade in hams of a superior kind, termed 'jambons de Bayonne,' goose-feathers, and cattle. Bankers:—Bergerot. Sarrailh et Cie. Hotels:—Paix. Senè. Voyageurs.

**Paimbœuf**, sea-port on the Atlantic, *dép.* Loire Inférieure, on the Loire, 22 m. direct distance W. Nantes, of which it forms the outer harbour. Pop. 3,509. The town consists principally of one good street fronting the quays which border the river. It has a fine mole 200 ft. in length, and all vessels of more than 200 tons trading with the port of Nantes stop here to load or unload their cargoes. Bankers:—Maugat et Jacomedj. Hotels:—Letellier. Lion d'Or.

**Pamiers**, small manufacturing town, *dép.* Ariège, on the river Ariège; 11 m. N. Foix, on the railway from Foix to Toulouse. Pop. 7,910. The town is well situated, and is generally well built and laid out. There are manufactures of woollen and cotton fabrics, blankets, and steel goods. Bankers:—Delpech et Vacquier.

**Paris**.—See pp. 122-44.

**Pau**, thriving commercial and manufacturing town, *dép.* Basses-Pyrénées, on the river Pau, or the Gave de Pau, here crossed by a fine stone bridge of seven arches, in a fertile though marshy plain, 58 m. E. by S. Bayonne, on the railway from Bayonne to Tarbes. Pop. 21,140. The town is regularly laid out and well built, consisting principally of one long and broad main street. Its manufactures include cotton stuffs, linen cloths or 'toiles de Bearn,' and a renowned cutlery establishment, known as 'coutellerie Cazaban'; there are also considerable dyeing establishments and tanneries. Pau has a large trade in manufactured products, and in wines, Bayonne hams, and salted geese. Bankers:—Bergerot Fourcade. Mérillon aîné et frères. William Taylor. Hotels:—Croix Blanche. La Dorade. Etoile d'Or. Europe. France. Orient. Poste. Voyageurs.

**Perigueux**, old commercial town, *dép.* Dordogne, on the Isle, here crossed by a handsome bridge, 68 m. ENE. Bordeaux, on the railway from Bordeaux to Lyons. Pop. 19,140. Perigueux consists of the city and Puy-St.-Front, which, previously to 1240, formed a separate town, but was then included within the walls. The old ramparts are now laid out in public walks, which give Perigueux a prepossessing appearance from without; but in the old town the streets are narrow, and rendered gloomy by the large, lofty, and antique buildings. Perigueux has manufactures of coarse woollen, hosiery, and liqueurs, and a considerable trade in cattle,

poultry, game, and a much renowned preserve of truffles known as 'pâtés de Périgueux.' The hog market of the town is considered the largest in France. Bankers:—Arvengas et Chasteaux. Courtey et Cie. Gibat. Lafon et Cie. Prévot, Laroude et Cie. Hotels:—Grand Hôtel de France. Messageries. Périgord. St. Pierre.

**Perpignan**, strongly fortified town, dép. Pyrénées-Orientales, on the river Tet, where it is joined by the Basse, 80 m. SW. Montpellier, on the railway over the Pyrenees to Barcelona. Pop. 23,462. The town is built partly on a declivity, and partly in the plain beneath; and is separated by the Basse from 'les Blanqueries,' or the new town, and by the Tet from a suburb. Perpignan has manufactures of woollen stuffs, lace, corks, soap, and playing cards, and is an extensive entrepôt for the wines, brandies, liqueurs, wool, silk, oil, and other products of the south of France. Bankers:—Bardou et Prax. Durand. Lloubes et Auriol. Souvras, Territ et Cie. Hotels:—Ambassadeurs. Europe. Midi. Nord. Petit Paris.

**Pezenas**, commercial town, dép. Hérault, near the junction of the Hérault and Peine, 24 m. WSW. Montpellier, on the railway from Montpellier to Narbonne. Pop. 7,204. The town is finely situated, and several of its streets are wide and lined with good houses. It has manufactures of woollens, cotton stuffs and yarn, and linens. But it is principally celebrated for the great fair held here in September, which is attended by dealers from all parts of the south of France. A large amount of business is transacted at this fair in wool, woollens, cottons, and other fabrics. Bankers:—Brouillet et fils. Cuillé et Cie. Delmas. Hotels:—Commerce. Paix. Tapis-Vert.

**Poitiers**, flourishing commercial town, dép. Vienne, on the little river Clain, a tributary of the Vienne, 58 m. SSE. Tours, and 78 m. NE. La Rochelle, on the railway from Paris to La Rochelle. Pop. 30,563. The town is surrounded by old walls, flanked with towers. Few French cities occupy a greater extent of ground, but a large space within the walls consists of fields and gardens. The manufactures, not extensive, comprise coarse woollen cloths, blanket-ing, hosiery, cotton netting, lace, hats, and prepared sheep-skins. Poitiers has a very considerable trade in agricultural produce, and six annual fairs. Bankers:—De Souvigny, Turrault et Cie. Has-tron et Cie. Morineau, Bellot et Cie. Thibaudeau et Lamirande. Hotels:—Europe. France. Poule Hardie. Trois Piliers.

**Poligny**, commercial town, dép. Jura, on elevated ground, 13 m. NE. Lons-le-Saulnier, on the railway from Bourg to Besançon. Pop. 5,401. The town consists principally of four long parallel streets, and is well built. It has a few manufactures of common earthenware, saltpetre, and glue, and an extensive trade in corn, cattle, cheese, and other agricultural produce. Bankers:—Lambert fils. Hotel:—Guillemain.

**Pont-a-Mousson**, small manufacturing town, *dép.* Meurthe, on the Moselle, by which it is intersected; 16 m. N. Nancy, on the railway from Nancy to Metz. Pop. 8,115. The town derives its name from a bridge of eight arches which here crosses the river, and led formerly to the old castle of Mousson, now in ruins, on an eminence to the east of the town. It has manufactures of coarse woollen stuffs, printing-types, earthenware, tobacco-pipes, and beet-root sugar. Bankers:—Dieudonné. Husson. Hotels:—France. National. Poste.

**Puy (Le)**, manufacturing town, *dép.* Haute-Loire, on the Borne, here crossed by a bridge of eight arches, 36 m. SW. St. Etienne, on the railway from St. Etienne to Massiac. Pop. 17,015. The town stands on a steep acclivity, and has, when seen from a distance, a picturesque appearance, but, in reality, it is ill built, and the streets, which are narrow, dirty, and paved with smooth pieces of lava, are frequently impracticable for vehicles of any kind. Le Puy is celebrated for its manufacture of white and black lace, which occupies, on the average, about 10,000 hands in the town and neighbouring districts. Bankers:—Bertrand. Bonnet-Blanc. Boulanger et Cie. Hedde et Perret. Hotels:—Ambassadeurs et Palais Royal. Europe. France. Nord. St. Pierre.

**Quimper**.—See pp. 208-9.

**Quentin (St.)**.—See pp. 243-4.

**Rennes**, commercial town, *dép.* Ille-et-Vilaine, in a plain, at the confluence of the rivers Ille and Vilaine, 61 m. N. by W. Nantes, on the railway from Paris to Brest. Pop. 45,485. The Vilaine divides Rennes into an upper and lower town. The former, which is the largest, is regularly built and handsome; the lower town is quite the contrary. The houses in both are of a dull grey stone, which gives the place a sombre appearance. Though favourably situated for trade, Rennes has few manufactures: the principal are those of sail-cloth, for the navy, fishing-nets, and twine. It has, however, a considerable traffic in linens, butter, cider, and provisions, which is much facilitated by the canal of Ille and Rance, and that between Nantes and Brest. Bankers:—Bourgerel et fils. Jouin. Le Ray. Malraison et Tiret. Richelot. Vatar. Hotels:—Bout du Monde. Commerce. France. Ouest. Paris. Trois Marchands.

**Rethel**, manufacturing town *dép.* Ardennes, on a steep declivity beside the Aisne, here crossed by a wooden bridge, 24 m. SW. Mezières, on the railway from Mezières to Rheims. Pop. 3,712. The town is well laid out, and is improving, but the houses are mostly of wood. Rethel is chiefly noted for its woollen manufactures, which employ from 1,400 to 1,800 hands, mostly spinners. As in most small manufacturing towns, the workpeople are generally employed at their homes. The prices of labour are somewhat



lower than in Rheims, but provisions are cheaper. Besides woollen manufactures, the town has many iron forges, breweries, and tanneries. Bankers:—Duval-Rousseau et Cie. Bouillard-Monnesson et Cie. Hotels:—Commerce. France. Petit Saint Antoine.

**Rheims**.—See pp. 244–5.

**Rhodes** or **Rodez**, old manufacturing town, *dép.* Aveyron, on a hill beside the Aveyron, 163 m. E. by S. Bordeaux, on the Southern railway. Pop. 11,856. Rhodes, like most other very old towns, is ill built, and nearly all its streets are steep and narrow. It has manufactures of coarse woollens for clothing troops, hats, wax candles, and playing cards; and some trade in cheese, wool, and coarse linens. Bankers:—Besombes. Lautard et Bastide. Yence et Cie. Hotels:—Languedoc. Midi. Paris. Princes.

**Ribéauville**, or, as called by the inhabitants, mostly Germans, *Rappolzeiler*, small manufacturing town, *dép.* Haut-Rhin, at the foot of the Vosges, 7 m. N. Colmar, on the railway from Colmar to Strasbourg. Pop. 7,181. Above the town are the remains of the old castle of Ribeaupierre; and in the immediate neighbourhood are some other ruined fortresses, and the principal remains of the ancient wall called the Heidenmauer, or 'wall of the Pagans,' erected at a remote period along the top of the most easterly range of the Vosges. The town has manufactures of calicoes and cotton handkerchiefs. Banker:—Blum. Hotel:—Klein.

**Riom**, commercial town, *dép.* Puy-de-Dôme, on a hill 8 m. NE. Clermont, on the railway from Clermont to Moulins. Pop. 10,863. Riom is well built, but the houses are mostly in an antiquated style, and being wholly constructed of lava, with which it is also paved, the town has a singularly sombre appearance. It produces cotton and linen cloths, candles, leather, and brandy; and has a large trade in agricultural produce. Bankers:—Massés. Petit. Serindat. Hotels:—Cheval Blanc. Colonne. Palais.

**Rive-de-Gier**, rapidly increasing manufacturing town, *dép.* Loire, on the Gier, a tributary of the Rhône, at the head of the canal of Givors, and on the railway from St. Etienne to Lyons; 12 m. NE. the former, and 30 m. SW. the latter. Pop. 14,202. The town was formerly fortified, but its works have been destroyed. Rive-de-Gier is remarkable for its industrial activity, sharing largely in the growing prosperity of the country along the Rhône, and the districts around Lyons and St. Etienne. It has extensive manufactures of glass wares; and its coal-mines furnish a large portion of the coal required in the hardware factories of St. Etienne. It has also numerous hardware manufactures of its own. Bankers:—Binachon père et fils. Fayard. Marrel et Virissel. Hotels:—Commerce. St. Jacques.

**Roanne**, commercial town, *dép.* Loire, on the Loire, here crossed by a new bridge, 30 m. N. Montbrison, on the railway from Lyons to Moulins. Pop. 17,268. Roanne is a pretty, well built, open, straggling town, with a good quay on the Loire. It is a *depôt* for the manufactures of Lyons and the south-east of France, passing to the central and north-west departments. Roanne also manufactures muslins, calicoes, and woollen fabrics; and has a large trade in corn, wine, flour, timber, and charcoal. Bankers:—Béraud. Chavallard et Cie. Dreuille. Jeannez-Chaverondier et fils. Hotels:—Centre. Commerce. Nord.

**Rochefort**.—See pp. 209–10.

**Rochelle (La)**.—See p. 211.

**Rocroy**, fortified town, *dép.* Ardennes, in an extensive plain, close to the Belgian frontier, 15 m. N. by W. Mezières. Pop. 3,282. The town is surrounded by ramparts, strengthened with bastions and ‘demilunes,’ and ranks as a place of war of the third class. It has several forges, potteries, and hardware manufactures.

**Romans**, manufacturing town, *dép.* Drôme, in a fine plain, on the Isère, by which it is separated from the Bourg-de-Péage, on the opposite side of the river, 12 m. NE. Valence, and 35 m. WSW. Grenoble, on the railway from Valence to Grenoble. Pop., including Bourg-de-Péage, 11,257. Romans is a handsome well-built town. It has manufactures of silk and woollen stuffs, hosiery, and gloves, and a very active trade in the produce of the *département*, including silk, wool, wine, oil, and truffles. The commerce of the town is much facilitated by its situation, at the junction of the Isère with the Rhône. Bankers:—Dépit et Chapot. Nugues et Combe. Pizot et Silvestre. Hotels:—De l’Europe. Du Midi.

**Romorantin**, manufacturing town, *dép.* Loire-et-Cher, on the Sèvre, a tributary of the Loire, which here receives the Morantin, 24 m. SE. Blois. Pop. 7,642. The town, formerly the capital of Sologne, has manufactures of woollen stuffs and yarn, employing about 2,000 hands. Bankers:—Batailler. Chevallier et Guillemard. Moisson et Cie., with chief house at Blois. Hotels:—Angleterre. Blois. Etoile. France. Orleans.

**Roubaix**.—See pp. 246–7.

**Rouen**.—See pp. 247–9.

**Salins**, commercial town, *dép.* Jura, in a narrow valley on the torrent Furieuse, 26 m. NE. Lons-le-Saulnier, on a short branch of the railway from Lons-le-Saulnier to Besançon. Pop. 7,361. The town is walled, and commanded by two forts on adjacent heights. Salins has several iron-forges, stone-works, and brandy distilleries; but its principal importance, as well as name, is derived from its brine springs, which were wrought in the time of the Romans. They occupy a large space in the middle of the town, inclosed by turreted

walls. The produce amounts to 140,000 cwts. of salt a year; in addition to which a considerable quantity is made at Arc, about twelve miles distant, to which an aqueduct conducts a portion of the water of the Salins springs. Bankers:—Joly. Vuillemin-Duboz et Cie. Hotels:—Commerce. National. Petit.

**Salon**, manufacturing town, *dép.* Bouches-du-Rhône, in a fertile plain within about 3 m. of the canal de Craponne, and 29 m. NNW. Marseilles, on the railway from Marseilles to Avignon. Pop. 6,533. Salon is divided into an old and a new town, separated from each other by a planted boulevard. It has manufactures of silk twist, hats, soap, and olive oil, and a brisk general trade. Bankers:—Alphandéry. Crémieux et Jourdan. Hotels:—Commerce. Univers.

**Sarguemines**, commercial town, *dép.* Mosellé, on the Sarre, 41 m. E. by N. Metz. Pop. 6,075. The town, under the name of Guemond, was formerly one of the strongest in Lorraine; but no portion remains of its ancient fortifications. Sarguemines has manufactures of cotton thread, forks, spoons, and earthenware of a superior quality; and is the entrepôt for the papier-mâché snuff-boxes made in the surrounding villages, and of which it exports about 100,000 dozens a year. Bankers:—Grumbach et Cie. Moses Bloch. Hotels:—Lion d'Or. Strasbourg. Ville de Paris.

**Saumur**, flourishing commercial and manufacturing town, *dép.* Maine-et-Loire, on the Loire, 28 m. SE. Angers, on the railway from Angers to Tours. Pop. 14,079. The Loire here forms several islands, and is crossed by five or six bridges, one of which, a stone bridge of 12 arches, 284 yds. in length, long considered as one of the finest in France, connects the town with its suburb of La Croix Verte. Saumur has manufactures of linen cloths, handkerchiefs, necklaces, copper and iron wares, leather and saltpetre, with a large trade in wine, corn, hemp, flax, and other agricultural produce. Bankers:—Arrault et Cie. De Fos-Letheulle et fils. Lambert et fils. Louvet. Trouillard et Cie. Hotels:—Boule d'Or. Budan. Grand Hôtel de France. Londres. Voyageurs.

**Saverne**, manufacturing town, *dép.* Bas-Rhin, on the river Zorn, a tributary of the Rhine, 19 m. NW. Strasbourg, on the railway from Paris to Strasbourg. Pop. 5,295. Though finely situated, Saverne is but indifferently built. The town has manufactures of woollen cloths, hosiery, and hardware, with some trade in timber floated down from the Vosges by the Zorn. Banker:—Dorlan. Hotel:—Verlet.

**Schelestadt**, fortified town, *dép.* Bas-Rhin, on the Ill, a tributary of the Rhine, 26 m. SSW. Strasbourg, on the railway from Strasbourg to Basle. Pop. 9,414. The town, fortified by Vauban, is naturally strong from its being in a great measure surrounded by marshes. It has manufactures of cotton and linen fabrics, iron.

wire, soap, and earthenware, for which last it was famous as long ago as the 13th century, with breweries and distilleries. Bankers:—Dreyfus. Lang. Hotels:—Aigle. Bouc.

**Sedan.**—See pp. 249–50.

**Sens**, commercial town, *dép.* Yonne, on the Yonne, 30 m. SE. Auxerre, on the railway from Paris to Lyons. Pop. 11,098. The town, which is of great antiquity, but tolerably well built, has manufactures of serge, druggets, wax candles, and glue, with breweries and distilleries, and an active trade in agricultural produce, timber, oak, bark, and leather. Bankers:—Dalle-magne et Cie. with branches at Auxerre et Nevers. Mouchoux. Hotels:—Croix d'Or. Ecu. Paris. Pomme d'Or. Tour d'Argent.

**Servan (St.)**, sea-port, *dép.* Ille-et-Vilaine, on the Rance, immediately behind St. Malo, of which it may be considered the continental suburb. Pop. 12,709. St. Servan is well built, and has a good harbour for merchant vessels, divided into two parts by the Solidor, an isolated tower about 60 ft. in height. The dockyard, which derives its name from this tower, has five slips, three of which are appropriated to the construction of frigates. The naval establishments at St. Servan are considerable, and there is a floating dock, connecting the port with that of St. Malo (see p. 203). St. Servan has manufactures of sail-cloth, cordage, and ship-biscuit. Banker:—Guibert. Hotels:—Paris. Pélican. Union.

**Sevres**, manufacturing town, *dép.* Seine-et-Oise, on the Seine, about midway between Paris and Versailles, on the Paris-Versailles railway. Pop. 6,328. The town has been long famous for its manufacture of porcelain, or 'Sevres china,' which for elegance of design and excellence of quality, is equal, if not superior, to any made in Europe. A large museum is established here, containing specimens of all kinds of porcelain and earthenware manufactured in France.

**Soissons**, commercial and manufacturing town, *dép.* Aisne, on the Aisne, here crossed by a handsome stone bridge, 17 m. SW. Laon, on the railway from Paris to Rheims. Pop. 10,208. The town is well built and clean, the houses being mostly of stone, roofed with slate. There are manufactures of coarse woollens, hosiery, and earthenware, and a considerable trade in agricultural produce. Bankers:—Petit. Adam, Gréhen, Labarre et Cie. Wateau. Hotels:—Courronne. Croix d'Or. Lion Rouge. Soleil d'Or. Trois Pucelles.

**Strasbourg.**—See pp. 250–1.

**Tarare**, thriving manufacturing town, *dép.* Rhône, in a narrow valley, 20 m. NW. Lyons, on the railway from Lyons to Roanne. Pop. 14,569. The town is the centre of a manufacture of plain and figured muslins, which, within a circle of from 20 to 50 miles of mountainous country, employs wholly or in part nearly 50,000

hands, about 20,000 of them adult handloom weavers; from 15,000 to 16,000 women and children employed subsidiary to these; and from 4,000 to 5,000 employed as agents or otherwise by the manufacturers. The rest, chiefly females, are occupied in embroidering or figuring the plain goods. Most of the weavers work at their own homes, and the manufacturers do not generally carry on business on a large scale, or employ many hands. Bankers:—Chrétien fils. Duvillard. Ferrière, Noilly et Riboulet. Hotels:—Commerce. Europe. St. Sébastien. Trois Maries.

**Tarascon**, manufacturing town, *dép.* Bouches-du-Rhône, on the Rhône, opposite Beaucaire, with which it communicates by a suspension-bridge, 13 m. E. by S. Nismes, on the railway from Nismes to Avignon. Pop. 13,489. The town is surrounded with walls flanked by towers, and is commanded by a castle on a rock overhanging the river. It has manufactures of silk and woollen stuffs, some trade in boat-building, and a brisk commerce in wine, brandy, and oil. Bankers:—Blauvac. Mauche neveu. Hotels:—Ambassadeurs. Empereurs. Notre Dame. Poste.

**Tarbes**, commercial town, *dép.* Hautes Pyrénées, in a fine plain, on the Adour, here crossed by a stone bridge of six arches, 24 m. E. by S. Pau, with which it is connected by railway. Pop. 14,768. Tarbes is one of the best built and cleanest towns in the south of France. Its houses, constructed chiefly of marble, stone, or brick, and roofed with slate, have usually gardens attached, of considerable size. The town has some manufactures, principally of copper, iron, and other metals. It is the great commercial entrepôt for the country immediately north of the Pyrenees. Bankers:—Dastugué. Lacay fils. Hotels:—Carrère. Commerce. Europe. France. Paix.

**Thiers**, manufacturing town, *dép.* Puy-de-Dôme, on the Durole, 23 m. ENE. Clermont. Pop. 15,901. The appearance of the town is highly picturesque, as it is situated on the declivity of a hill, and tolerably well built; but the streets are narrow and steep, and its vicinity is so arid and bare that the inhabitants have been always obliged to depend mainly on their manufacturing industry. Thiers has considerable manufactures of hardware and cutlery, and of woollens, paper, and leather. Bankers:—Giraud et Cie. Perdrigeon ainé. Hotels:—Aigle d'Or. Paix. Univers.

**Thionville**, fortified town, *dép.* Moselle, on the Moselle, 16 m. N. Metz, on the railway from Metz to Luxembourg. Pop. 7,818. The town is, in general, well built, and, unlike most fortified towns, has broad streets. It is entered by three gates, and communicates with its citadel across the river by a wooden bridge. Hosiery, woollen cloths, candles, leather, liqueurs, and spirits, are manufactured in the town and its vicinity. Bankers:—Leclair et Cie. Lerond. Hotels:—Commerce. Lion d'Or. Luxembourg. Saint Hubert.

**Tonneins**, commercial town, *dép.* Lot-et-Garonne, on the Garonne, 20 m. NW. Agen, on the railway from Agen to Bordeaux. Pop. 7,947. Tonneins is one of the best situated and most active towns in the *département*, having a considerable trade in cordage, hemp, and dried fruits, and a government tobacco factory. It is clean and well built, and communicates with the opposite bank of the river by a suspension bridge. Bankers:—Couache. Dugau et Rodie. Hotels:—Cloche d'Or. Europe.

**Toul**, manufacturing town, *dép.* Meurthe, on the Moselle, here crossed by a handsome bridge of seven arches, 13 m. W. Nancy, on the railway from Nancy to Chalons. Pop. 7,687. The town is generally well built, and its streets are macadamised. Its manufactures comprise calicoes, muslins, woollens, hosiery and earthenware. Bankers:—Blocq père et fils. Bruxelles-Haudot. Hotels:—Angleterre. Cloche d'Or. Cheval Rouge. Ville de Paris.

**Toulon**.—See pp. 221-3.

**Toulouse**.—See pp. 251-2.

**Tournus**, commercial town *dép.* Saône-et-Loire, on the Saône, on the railway between Macon and Chalons, 16 m. NNE. the former, and about the same distance S. the latter. Pop. 5,598. The town stands on a declivity crowned by the remains of a Benedictine abbey, which formerly possessed extensive privileges. Its trade is principally in corn, wine, and building stones, sent down the Saône to Lyons. Bankers:—Bessard et Lebrun. Charton. Hotels:—Commerce. De la Gare. Du Souvage.

**Tours**.—See pp. 252-4.

**Tropez (St.)**, ancient port on the Mediterranean, *dép.* Var, on the gulf of Grimaud, 38 m. E. by N. Toulon. Pop. 3,358. The inscriptions, and medals, found at St. Tropez seem to prove that it occupies the site of Heraclea, an important maritime town of antiquity. It has a citadel, and towards the sea is defended by some old walls. Its port is spacious and good, but is little frequented, except by fishermen, who comprise a large portion of the inhabitants.

**Troyes**, thriving commercial and manufacturing town, *dép.* Aube, on the Seine, which partly surrounds it, and is partly diverted into its interior by numerous canals, for the supply of its various factories, 92 m. ESE. Paris, on the railway from Paris to Mulhouse. Pop. 34,613. The town is inclosed by an old wall in pretty good condition, and has several suburbs. There are manufactures of cotton, hosiery, calico, woollen cloths, blankets, and cotton and woollen yarn, with bleaching establishments, for which the water of the Seine is said to be the most suitable, and paper mills. Troyes has also a large trade in corn, wine, and agricultural produce. Bankers:—Branch of Banque de France. Baudin-Anheim. Coquet-Delalaine et Cie. Munier, Pain et Cie. Hotels:—Commerce. Courriers. France. Mulet. St. Laurent.

**Tulle**, manufacturing town, *dép.* Corrèze, on the Corrèze, 72 m. SW. Clermont, on the Southern railway. Pop. 12,413. The town stands partly on the steep declivities on either side the river, and partly on the narrow space of ground between the hills and the Corrèze. It manufactures wax candles, oil, nails, and hardware, paper, and leather. Although the linen fabric called 'Tulle' derived its name from this town, it is no longer produced either here or in the neighbourhood. Bankers:—Dumond et Garrelon. Toinet. Hotels:—Aigle d'Argent. Clef d'Or. Lyon. Notre Dame. Périgord. Voyageurs.

**Turcoing**, or **Tourcoing**, manufacturing town, *dép.* du Nord, immediately adjoining the Belgian frontier, 10 m. NE. Lille, on the railway from Lille to Courtray. Pop. 33,498. The town is regularly laid out, and pretty well built. The inhabitants share in the manufactures common to Lisle and Roubaix, but Tourcoing has fewer looms than Roubaix, and the articles woven are chiefly coarse cotton goods and linens. The weavers gain only from 12 to 16 francs per week; but are nevertheless the most moral class in the town, attending to the education of their children, and seemingly contented with their condition. The cotton factories employ, on the average, about 2,000, and those of woollen and linen goods 4,000 hands. Bankers:—Decroix. Vernier. Verley et Cie. Joire. Perot et Cie., with chief house at Lille. Hotels:—Cygne. Paris. Voyageurs.

**Uzes**, manufacturing town, *dép.* Gard., on the Auzon, 12 m. N. by E. Nismes. Pop. 6,242. The town is built on the declivity of a hill, at the foot of which rises the stream which was anciently conducted to Nismes by the Pont du Gard. It is old, ill built, and ill laid out, and has manufactures of silk, hosiery, coarse woollens and pasteboard, with some trade in wine and spirits. Bankers:—Fous-sart et Cie. Lafont. Serre et fils. Hotels:—Commerce. Roland.

**Valence**, flourishing commercial and manufacturing town, *dép.* Drôme, on the Rhône, here crossed by a handsome suspension bridge, 59 m. S. Lyons, on the railway from Lyons to Marseilles. Pop. 18,711. Valence lies pleasantly on the left bank of the river, surrounded by a fertile country, abounding in mulberry, almond, and other fruit trees. Opposite the town, a conical hill rises close to the Rhône, and about a mile beyond, a long range of vine-covered hills runs parallel with the river, producing the different species of St. Peray. The town has yards for building boats for the navigation of the Rhône, and manufactures of cotton goods, silk organzine, gloves, hosiery, leather, and earthenware, with marble works, lime and brick kilns, and sawing yards. It is also a mart for the wines, silk, and other produce of the south of France. Bankers:—Borel et Cie. Brun et Cie. Montlovier. Hotels:—Croix d'Or. France. Levant. Louvre et de la Poste. Tête d'Or.

**Valenciennes**.—See pp. 254-7.

**St. Valery-en-Caux**, sea-port on the Channel, *dép.* Seine-Inférieure, 33½ m. NW. by N. Rouen. Pop. 4,710. The port of St. Valery-en-Caux, enclosed between two cliffs, is small, and not fit for the accommodation of vessels of considerable burden. The town has manufactures of soda and of cotton thread, with some trade in the exportation of Rouen fabrics, and in the importation of timber, dried fish, and corn. Many of the inhabitants are engaged in the cod, herring, and mackerel fisheries. Hotels:—Deschamps, Picard.

**St. Valery-sur-Somme**, sea-port on the Channel, *dép.* Somme, 11 m. NW. Abbeville, on a branch line of the railway from Amiens to Boulogne. Pop. 3,456. The port of St. Valery-sur-Somme is much larger than that of St. Valery-en-Caux, and admits vessels of from 300 to 400 tons. It has large salt magazines, with manufactures of cordage and sail-cloth, and a brisk general traffic. Hotels:—France. Lion d'Or.

**Valognes**, commercial town, *dép.* Manche, on the Merderet, 12 m. SE. Cherbourg, on the railway from Paris to Cherbourg. Pop. 5,812. Valognes is a well-built town, and has manufactures, on a small scale, of earthenware, lace, gloves, and leather; and some trade in provisions and shell-fish for the Paris market. Bankers:—Lelaidier et Cie., with chief house at Cherbourg. Hotels:—Louvre. Grand Turc.

**Vannes**, sea-port on the Atlantic, *dép.* Morbihan, at the bottom of the Gulf of Morbihan; 63 m. WNW. Nantes, on the railway from Nantes to Brest. Pop. 14,564. The town was formerly fortified, and entered by six gates, five of which, with some towers, still remain. It is clustered around its cathedral, and except one or two streets is irregularly built, but has a very picturesque appearance. There are manufactures of coarse cloths, linen and cotton yarn, and lace. The port of Vannes is small, and the entrance being shallow, it is fit only for vessels of small burden. Bankers:—Peyron. Verge. Hotels:—Bras d'Or. Croix Verte. Dauphin. France. Jerusalem. Tête Noire.

**Vendôme**, manufacturing town, *dép.* Loire-et-Cher, on the Loire; 20 m. NW. Blois, on the railway from Paris to Blois. Pop. 9,356. The town is well built, clean, and handsome. It has manufactures of kid gloves, cotton cloths, hosiery, yarn, paper, and leather. Bankers:—Charmon et Leblanc. Tromelin, Moisson et Cie., with chief house at Blois. Hotels:—Ecu de France. Lion d'Or. Soleil d'Or. Saint Michel.

**Vesoul**, commercial town, *dép.* Haute-Saône, in the valley of the Durgeon, at the foot of the Motte de Vesoul, a height covered with vineyards and meadows, 56 m. ENE. Dijon, on the railway from Paris to Basle. Pop. 7,579. The town is well built and clean, and most of its streets are wide and straight. It has manufactures of calico and gold lace, and a large trade in corn, wine, salt, nails,



and hardware. Bankers:—Courcelle. Faivre et Cie. Hotels:—Aigle Noir. Cigogne. De la Madeleine.

**Verdun**, fortified town, dép. Meuse, on the Meuse, where it begins to be navigable, and by which it is divided into five separate parts, 30 m. NW. by N. Bar-le-Duc, on the railway from Paris to Metz. Pop. 12,394. Verdun, a place of war of the second class, has a citadel, and its defences were improved by Vauban. It is tolerably well built; but several of its streets are badly paved and steep. The town has manufactures of fine striped serges, flannels, cotton yarn, and liqueurs, and several large tanneries. Bankers:—Pasquin. Santerre, Jobert et Lévy. Hotels:—Bannière. Europe. Petit St. Martin. Trois Maures.

**Versailles**, handsome and celebrated town, formerly the chief residence of the French court, dép. Seine-et-Oise, in an undulating plain, 9 m. SW. Paris, with which it is connected by two lines of railway. Pop. 43,899. Versailles is one of the handsomest towns in France; it consists principally of three wide streets, lined with trees, diverging from the Place d'Armes, an open space in front of the palace. The central and widest of these streets is called the Avenue de Paris; and those on the N. and S., the Avenues of St. Cloud and Sceaux. The other streets, though of less width, are equally regular, cross each other at right angles, and are lined with handsome residences. Versailles is wholly indebted for its celebrity, and, indeed, for its existence, to the royal palace in its immediate vicinity, former residence of the kings of France, now turned into a great show place, gallery of fine arts, and furniture exhibition. The town has some manufactures of cotton yarn and wax lights, but only on a limited scale. Bankers:—Bréant et Cie. Hotels:—Bretagne. Chariot d'Or. Chasse Royale. Colonnes. Comte de Toulouse. France. Grand Monarque. Nord. Réservoir. St. Pierre et Cheval Blanc.

**Vierzon-Ville**, manufacturing town, dép. Cher, on the Evre, near its junction with the Cher, in a fertile plain, 19 m. NW. Bourges, on the Paris-Orleans railway. Pop. 7,740. The town consists principally of one handsome street, the houses of which are mostly slated. It has manufactures of woollen cloths, earthenware, and iron ware. Bankers:—Bourdin-Carré et fils. Corbin et Baron. Hotels:—Boeuf. Messageries.

**Vigan (Le)**, manufacturing town, dép. Gard, on the Arre, a tributary of the Hérault, 40 m. WNW. Nîmes. Pop. 5,376. Le Vigan is the pleasantest and most healthy of all the small towns in the Cevennes, and one to which the opulent inhabitants of Nîmes and Montpellier resort during the heats of summer. It has manufactures of cotton and silk hosiery, cotton yarn, leather, and paper. Banker:—Brouilhet. Hotels:—Cheval Vert. Voyageurs.

**Villefranche-de-Rouergue**, small manufacturing town, dép. Aveyron, on the Aveyron, 26 m. W. Rhodéz, on the railway from Rhodéz to Montauban. Pop. 10,172. The town is well built: four parallel thoroughfares divide it into nine parts, besides which it has several suburbs interspersed with plantations. The principal manufactures consist of linens and copper wares; it has, also, a considerable trade in corn, cattle, and other rural produce. Bankers:—Andorre. Lespinasse et Cie. Hotels:—Grand Soleil. Notre Dame. Pont d'Or.

**Villefranche-sur-Saône**, manufacturing town, dép. Rhône, on the Saône, 17 m. NNW. Lyons, on the railway from Macon to Lyons. Pop. 11,750. The town consists chiefly of one very long and wide street, is well built, and has agreeable environs. Its manufactures are principally of linen fabrics, cotton thread, and leather, in which articles, with the addition of wine, cattle, hemp, flax, and hempen cloths, it has a brisk trade with other towns in the south of France. Bankers:—Bourgeot et Poulet. Salandrin-Teillard. Hotels:—Croix Verte. Ecu de France. Europe. Provence.

**Vire**, manufacturing town, dép. Calvados, near the source of the river of its own name, 35 m. SW. Caen, on the Western railway. Pop. 7,647. The town is well built, principally on the declivity of a hill, on the summit of which is a foundling asylum. A great deal of activity prevails in Vire, which has manufactures of coarse and fine woollens, woollen yarn, paper of all kinds, needles, and other steel articles, with tanneries and fulling mills. Bankers:—Asse et Cie. Bonvoisin. Gilbert frères. Morel. Hotels:—Cheval Blanc. De St. Pierre.

**Vitré**, manufacturing town, dép. Ille-et-Vilaine, on the Vilaine, 23 m. E. Rennes, on the railway from Paris to Brest. Pop. 8,904. The town is enclosed by walls and flanked by round towers. The peasantry of the neighbourhood wear winter cloaks of goat skins, which, with cotton hosiery, sail-cloth, flannels, leather, and barrels are among the principal articles manufactured in Vitré. Wax, honey, and cantharides are considerable articles of trade. Bankers:—Heudé et Lesire. Morel-Chaneteau. Hotel:—France.

**Vitry-le-François**, manufacturing town, dép. Marne, on the Marne, 20 m SSE. Chalons, on the railway from Paris to Strasbourg. Pop. 7,622. The town is square shaped, and is enclosed by earth ramparts, and bastions, outside which is a deep moat. It is tolerably well laid out, with agreeable public walks, and has manufactures of cotton yarn and hosiery, hats, and leather. Bankers:—Bertrand. Commesny et Cie. Leriche. Hotels:—Cloche d'Or. Nancy. Voyageurs.

**Wissembourg**, strongly fortified town, dép. Bas-Rhin, on the Lauter, close to the Bavarian frontier, 33 m. N. by E. Strasbourg, on the railway from Strasbourg to Landau. Pop. 4,920. Wissembourg,

fortified town of the second class, commands a defile leading from the plain of the Rhine into the Voeges mountains, and is connected with a system of military works stretching along the course of the Lauter for some distance, called the lines of Wissembourg. It has manufactures of hosiery, straw hats, soap and earthenware. Bankers:—Boell. Canesie. Hotels:—Commerce. Scherer.

**Yrieix (St.)**, manufacturing town, *dép.* Haute-Vienne, on the Loue, a tributary of the Isle, 21 m. SSW. Limoges, on the railway from Limoges to Bordeaux. Pop. 7,613. The town owes its origin to a monastery, and is old and ill built. It has manufactures of woollen stuffs, linen yarn, and porcelain, with forges, and works for the preparation of antimony. All the porcelain clay used in the china-manufactory of Sèvres comes from St. Yrieix. Banker:—Dufour. Hotels:—Cheval Rouge. Lion d'Or. Périgord. Pyramide. Voyageurs.

**Yssengeaux**, commercial town, *dép.* Haute-Loire, on a rocky and elevated site, 14 m. NE. Le Puy. Pop. 7,971. Though irregularly built, the town has many good houses, and is improving. It has no manufactures worthy of notice, and the inhabitants are principally engaged in agriculture and cattle-dealing. Bankers:—Bonnet frères. Foret. Hotel:—Pastel.

**Yvetot**, small commercial and manufacturing town, *dép.* Seine-Inférieure, on the railway from Havre to Rouen, 20 m. NW. Rouen. Pop. 8,921. The town stands on a bare and arid hill, and consists chiefly of one long street, with a few good houses. It has manufactures of linen and cotton cloths, cotton velvet, handkerchiefs, hosiery, cutlery, and hardware, and a considerable trade in corn and sheep. Towards the end of the thirteenth century, the Spanish, Italian, and other merchants used to proceed from Harfleur to Yvetot, where they conducted their chief mercantile transactions with the French; and, with the view of encouraging commerce, the fief of Yvetot was declared, in 1370, free of all feudal service to the French crown. Its lords soon afterwards coined their own money, and assumed the title of King. The exploits of one of these petty monarchs form the subject of one of Beranger's charming songs, commencing, 'Il y avoit un roi d'Yvetot.' Bankers:—Cornufls. Guerin-Jourel. Hotels:—Cheval Noir. Du Havre. Lion d'Or. Place des Victoires.

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# APPENDIX.

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## TEXT OF THE TREATY OF COMMERCE BETWEEN FRANCE AND THE UNITED KINGDOM.

(Signed at Paris, January 23, 1860. Ratifications exchanged at  
Paris, February 4, 1860.)

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HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the Emperor of the French, being equally animated with the desire to draw closer the ties of friendship which unite the two nations, and wishing to improve and extend the relations of commerce between their respective dominions, have resolved to conclude a Treaty for that purpose, and have named as their Plenipotentiaries, that is to say :

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Most Honourable Henry Richard Charles Earl Cowley, Her Majesty's Ambassador Extraordinary and Plenipotentiary to the Emperor of the French ; and Richard Cobden, Esquire, a Member of the British Parliament.

His Majesty the Emperor of the French, M. Baroche, President of his Council of State, provisionally charged with the Department of Foreign affairs ; and M. Rouher, his Minister and Secretary of State for the Department of Agriculture, Commerce, and Public Works ;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles :—

ARTICLE I.—His Majesty the Emperor of the French engages that on the following articles of British production and manufacture, imported from the United Kingdom into France, the duties shall in no case exceed thirty per cent. *ad valorem*, the two additional decimes included.

The articles are as follows :—

- Refined sugar.
- Turmeric in powder.
- Rock crystal worked.
- Iron forged in lumps or prisms.
- Brass wire (copper alloyed with zinc), polished or unpolished, of every description.
- Chemical productions, enumerated or non-enumerated.
- Extracts of dye-woods.
- Garancine.
- Common soap of every description, and perfumed soap.
- Stone-ware and earthen-ware, fine and common.
- China and porcelain-ware.
- Glass, crystal, mirrors, and plate-glass.
- Cotton yarn.
- Worsted and woollen yarn of every description.
- Yarns of flax and hemp.
- Yarns of hair, enumerated or non-enumerated.
- Cotton manufactures.
- Horse-hair manufactures, enumerated or non-enumerated.
- Worsted and woollen manufactures, enumerated or non-enumerated.
- Cloth list.
- Manufactures of hair.
- Silk manufactures.
- Manufactures of waste and floss-silk.
- Manufactures of bark and all other vegetable fibres, enumerated or non-enumerated.
- Manufactures of flax and hemp.
- Mixed manufactures of every description.
- Hosiery.
- Haberdashery, and small wares.
- Manufactures of caoutchouc and gutta percha, pure or mixed.
- Articles of clothing, wholly or in part made up.
- Prepared skins.
- Articles of every sort manufactured from leather or skins, included or not under the denomination of small wares, fine or common.
- Plated articles of every description.
- Cutlery.
- Metal wares, whether enumerated or not.
- Pig and cast-iron of every description, without distinction of weight.
- Bar and wrought-iron, with the exception of the kinds specified in Article XVII.
- Steel.
- Machinery, tools, and mechanical instruments of every description.
- Carriages on springs, lined and painted.
- Cabinet ware, carved work, and turnery of every description ; worked ivory and wood.
- Brandies and spirits, including those not distilled from wine, cherries, molasses, or rice.
- Ships and boats.
- With respect to refined sugar and chemical productions of which salt is the basis, the excise or inland duties shall be added to the amount of the above specified duties.

ARTICLE II.—His Imperial Majesty engages to reduce the import duties in France on British coal and coke, to the amount of fifteen centimes for the hundred kilogrammes, with the addition of the two decimes.

His Majesty the Emperor also engages, within four years from the date of the ratification of the present Treaty, to establish upon the importation of coal and coke by land and by sea, a uniform duty, which shall not exceed that which is fixed by the preceding paragraph.

ARTICLE III.—It is understood that the rates of duty mentioned in the preceding Articles are independent of the differential duties in favour of French shipping, with which duties they shall not interfere.

ARTICLE IV.—The duties *ad valorem* stipulated in the present Treaty shall be calculated on the value at the place of production or fabrication of the object imported, with the addition of the cost of transport, insurance and commission, necessary for the importation into France as far as the port of discharge.

For the levying of these duties, the importer shall make a written declaration at the Custom-house, stating the value and description of the goods imported. If the Custom-house authorities shall be of opinion that the declared value is insufficient, they shall be at liberty to take the goods on paying to the importer the price declared, with an addition of five per cent.

This payment, together with the restitution of any duty which may have been levied upon such goods, shall be made within the fifteen days following the declaration.

ARTICLE V.—Her Britannic Majesty engages to recommend to Parliament to enable her to abolish the duties of importation on the following articles :—

- Sulphuric acid, and other mineral acids.
- Agates and cornelians, set.
- Lucifers of every description.
- Percussion caps.
- Arms of every description.
- Jewels, set.
- Toys.
- Corks.
- Brocade of gold and silver.
- Embroideries and needle-work of every description.
- Brass and bronze manufactures, and bronzed metal.
- Canes, walking-canes or sticks, umbrella or parasol sticks, mounted, painted, or otherwise ornamented.
- Hats, of whatever substance they may be made.
- Gloves, stockings, socks, and other articles of cotton or linen, wholly or in part made up.
- Leather manufactures.

Lace manufactured of cotton, wool, silk, or linen.

Manufactures of iron and steel.

Machinery and mechanical instruments; tools, and other instruments.

Cutlery, and other articles of steel, iron, or cast-iron.

Fancy ornaments of steel and iron.

Articles covered with copper by galvanic process.

Millinery and artificial flowers.

Raw fruits.

Gloves, and other leather articles of clothing.

Manufactures of caoutchouc and gutta percha.

Oils.

Musical instruments.

Worsted and woollen shawls, plain, printed, or patterned.

Coverlids, woollen gloves, and other worsted and woollen manufactures not enumerated.

Handkerchiefs, and other manufactures not enumerated, of linen and hemp.

Perfumery; cabinet ware, carved work, and turnery of every description.

Clocks, watches, and opera glasses.

Manufactures of lead, enumerated or not enumerated.

Feathers, dressed or not.

Goats', and other hair manufactures.

China and porcelain ware.

Stone and earthenware.

Grapes.

Sulphate of quinine.

Salts of morphine.

Manufactures of silk, or of silk mixed with any other materials, of whatever description they may be.

Articles not enumerated in the Tariff, now paying an *ad valorem* duty of ten per cent.; subject, however, to such measures of precaution as the protection of the public revenue may require, against the introduction of materials liable to Custom or Excise duties, in the composition of articles admitted duty free in virtue of the present paragraph.

ARTICLE VI.—Her Britannic Majesty engages also to propose to Parliament that the duties on the importation of French wine be at once reduced to a rate not exceeding three shillings a gallon, and that from April 1, 1861, the duties on importation shall be regulated as follows:—

1. On wine containing less than fifteen degrees of proof spirit verified by Sykes's hydrometer, the duty shall not exceed one shilling a gallon.

2. On wine containing from fifteen to twenty-six degrees, the duty shall not exceed one shilling and sixpence a gallon.

3. On wine containing from twenty-six to forty degrees, the duty shall not exceed two shillings a gallon.

4. On wine in bottles, the duty shall not exceed two shillings a gallon.

5. Wine shall not be imported at any other ports than those which shall be named for that purpose before the present Treaty shall come into force; Her Britannic Majesty reserving to herself the right of substituting other ports for those which shall have been originally named, or of increasing the number of them.

The duty fixed upon the importation of wine at ports other than those named, shall be two shillings a gallon.

6. Her Britannic Majesty reserves to herself the power, notwithstanding the provisions of this Article, to fix the maximum amount of proof spirit which may be contained in liquor declared as wine, without, however, the maximum being lower than thirty-seven degrees.

ARTICLE VII.—Her Britannic Majesty promises to recommend to Parliament to admit into the United Kingdom merchandise imported from France, at a rate of duty equal to the excise duty which is or shall be imposed upon articles of the same description in the United Kingdom. At the same time the duty chargeable upon the importation of such merchandise may be augmented by such a sum as shall be an equivalent for the expenses which the system of excise may entail upon the British producer.

ARTICLE VIII.—In accordance with the preceding Article, Her Britannic Majesty undertakes to recommend to Parliament the admission into the United Kingdom of brandies and spirits imported from France, at a duty exactly equal to the excise duty levied upon home-made spirits, with the addition of a surtax of twopence a gallon, which will make the actual duty payable on French brandies and spirits eight shillings and twopence the gallon.

Her Britannic Majesty also undertakes to recommend to Parliament the admission of rum and tafia imported from the French Colonies, at the same duty which is or shall be levied on these same articles imported from the British Colonies.

Her Britannic Majesty undertakes to recommend to Parliament the admission of paper-hangings imported from France, at a duty equal to the excise tax, that is to say, at fourteen shillings per hundred-weight; and cardboard of the same origin, at a duty which shall not exceed fifteen shillings per hundredweight.

Her Britannic Majesty further undertakes to recommend to Parliament the admission of gold and silver plate imported from France, at a duty equal to the stamp or excise duty which is charged on British gold and silver plate.

ARTICLE IX.—It is understood between the two High Contracting Powers, that if one of them thinks it necessary to establish an excise tax or inland duty upon any article of home production or manufacture which is comprised among the preceding enumerated articles, the foreign imported article of the same description may be immediately liable to an equivalent duty on importation.

It is equally understood between the High Contracting Powers, that in case the British Government should deem it necessary to increase the excise duties levied upon home-made spirits, the duties on the importation of wines may be modified in the following manner :—



For every increase of a shilling per gallon of spirits on the excise duty, there may be, on wines which pay one shilling and sixpence duty, an augmentation not exceeding one penny halfpenny per gallon; and on wines which pay two shillings, an augmentation not exceeding twopence-halfpenny per gallon.

ARTICLE X.—The two High Contracting Parties reserve to themselves the power of levying upon all articles mentioned in the present Treaty, or upon any other article, landing or shipping dues, in order to pay the expenses of all necessary establishments at the ports of importation and exportation.

But in all that relates to local treatment, the dues and charges in the ports, basins, docks, roadsteads, harbours, and rivers of the two countries, the privileges, favours, or advantages which are or shall be granted to national vessels generally, or to the goods imported or exported in them, shall be equally granted to the vessels of the other country, and to the goods imported or exported in them.

ARTICLE XI.—The two High Contracting Powers engage not to prohibit the exportation of coal, and to levy no duty upon such exportation.

ARTICLE XII.—The subjects of one of the two High Contracting Powers shall, in the dominions of the other, enjoy the same protection as native subjects in regard to the rights of property in trademarks and in patterns of every description.

ARTICLE XIII.—The *ad valorem* duties established within the limits fixed by the preceding Articles shall be converted into specific duties by a Supplementary Convention, which shall be concluded before the 1st of July, 1860. The medium prices during the six months preceding the date of the present Treaty shall be taken as the bases for this conversion.

Duties shall, however, be levied in conformity with the bases above established—

1. In the event of this Supplementary Convention not having come into force before the expiration of the period fixed for the execution by France of the present Treaty.

2. Upon those articles the specific duties on which shall not have been settled by common consent.

ARTICLE XIV.—The present Treaty shall be binding for the United Kingdom of Great Britain and Ireland, so soon as the necessary legislative sanction shall have been given by Parliament, with the reserve made in Article VI. respecting wines.

Further, Her Britannic Majesty reserves to herself the power of retaining, upon special grounds, and by way of exception, during a period not exceeding two years, dating from the 1st of April, 1860, half of the duties on those articles, the free admission of which is stipulated by the present Treaty.

This reserve, however, does not apply to articles of silk manufacture.

ARTICLE XV.—The engagements contracted by His Majesty the Emperor of the French shall be fulfilled, and the tariffs previously indicated as payable on British goods and manufactures shall be applied, within the following periods:—

1. For coal and coke, from the 1st July, 1860.
2. For bar and pig iron, and for steel of the kinds which are not subject to prohibition, from the 1st October, 1860.
3. For worked metals, machines, tools, and mechanical instruments of all sorts, within a period which shall not exceed the 31st December, 1860.
4. For yarns and manufactures in flax and hemp, from the 1st June, 1861.
5. And for all other articles from the 1st October, 1861.

ARTICLE XVI.—His Majesty the Emperor of the French engages that the *ad valorem* duties payable on the importation into France of merchandise of British production and manufacture, shall not exceed a maximum of twenty-five per cent. from the 1st of October, 1864.

ARTICLE XVII.—It is understood between the two High Contracting Powers, as an element of the conversion of the *ad valorem* duties into specific duties, that for the kinds of bar iron which are at present subjected on importation into France to a duty of ten francs not including the two additional decimes, the duty shall be seven francs on every hundred kilogrammes until the 1st of October, 1864, and six francs from that period, including in both cases the two additional decimes.

ARTICLE XVIII.—The arrangements of the present Treaty of Commerce are applicable to Algeria, both for the exportation of her produce, and for the importation of British goods.

ARTICLE XIX.—Each of the two High Contracting Powers engages to confer on the other any favour, privilege, or reduction in the tariff of duties of importation on the articles mentioned in the present Treaty, which the said Power may concede to any third Power. They further engage not to enforce one against the other any prohibition of importation or exportation, which shall not at the same time be applicable to all other nations.

ARTICLE XX.—The present Treaty shall not be valid unless Her Britannic Majesty shall be authorised by the assent of Her Parliament to execute the engagements contracted by Her in the Articles of the present Treaty.

ARTICLE XXI.—The present Treaty shall remain in force for the space of ten years, to date from the day of the exchange of ratifications; and in case neither of the High Contracting Powers shall have notified to the other, twelve months before the expiration of the said period of ten years, the intention to put an end to its

operation, the Treaty shall continue in force for another year, and so on from year to year, until the expiration of a year, counting from the day on which one or other of the High Contracting Powers shall have announced its intention to put an end to it.

The High Contracting Powers reserve to themselves the right to introduce by common consent into this Treaty, any modification which is not opposed to its spirit and principles, and the utility of which shall have been shown by experience.

ARTICLE XXII.—The present Treaty shall be ratified, and the ratifications shall be exchanged at Paris within the period of fifteen days, or sooner if possible.

In faith whereof, the respective Plenipotentiaries have signed it, and affixed thereto the seal of their arms.

Done in duplicate at Paris, the twenty-third day of January, in the year of our Lord one thousand eight hundred and sixty.

(L.S.) COWLEY.  
 (L.S.) RICHARD COBDEN.  
 (L.S.) V. BAROCHE.  
 (L.S.) F. ROUHER.

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#### ADDITIONAL ARTICLE TO THE TREATY OF COMMERCE.

*(Signed at Paris, February 25, 1860. Ratifications exchanged at Paris,  
 February 25, 1860.)*

By Article VIII. of the Treaty of Commerce between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the Emperor of the French, signed at Paris on the 23rd of January last, Her Britannic Majesty undertook to recommend to Parliament the admission into the United Kingdom of brandies and spirits imported from France, at a duty exactly equal to the excise duty levied upon home-made spirits, with the addition of a surtax of twopence a gallon, which would make the actual duty payable on French brandies and spirits eight shillings and twopence a gallon.

Since the ratification of the said Treaty, the Government of Her Britannic Majesty have ascertained that the surtax of twopence a gallon is not sufficient to countervail the charges with which, in consequence of the operation of the laws of Customs and Excise, home-made British spirits have now to contend; and that a surtax limited to the rate of twopence a gallon would still leave home-made British spirits subject to a differential duty in favour of foreign brandies and spirits.

Consequently the Government of Her Britannic Majesty having represented these circumstances to the Government of His Majesty

the Emperor of the French, and His Imperial Majesty having consented that the amount of the said surtax shall be increased, the two High Contracting Parties to the said Treaty of Commerce do, by the present Additional Article, agree that the amount of such surtax shall be fivepence a gallon; and Her Britannic Majesty engages to recommend to Parliament the admission into the United Kingdom of brandies and spirits imported from France at a duty exactly equal to the excise duty levied upon home-made spirits, with the addition of a surtax of fivepence a gallon.

The present Additional Article shall have the same force and validity as if it had been inserted in the Treaty of Commerce of the 23rd of January last.

It shall be ratified, and the ratifications thereof shall be exchanged at Paris within five days from the date of its signature.

In witness whereof, the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at Paris, this twenty-fifth day of February, in the year of our Lord eighteen hundred and sixty.

(L.S.) COWLEY.

(L.S.) V. BAROCHE.

(L.S.) F. ROUBER.

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### FIRST SUPPLEMENTARY CONVENTION TO THE TREATY OF COMMERCE.

*(Signed at Paris, October 12, 1860. With a Tariff annexed.)*

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the Emperor of the French, desiring to ensure the execution of the Treaty of Commerce concluded between them on the 23rd of January, 1860, within the limits and in the manner contemplated by the Second Additional Article to that Treaty, have resolved to negotiate a first complementary arrangement in order to determine the specific or *ad valorem* duties which shall be imposed upon the goods of British origin and manufacture enumerated in the said Treaty, when imported into France; and they have for that purpose named as their Plenipotentiaries, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Henry Richard Charles, Earl Cowley, Her Majesty's Ambassador Extraordinary and Plenipotentiary to His Majesty the Emperor of the French; and Richard Cobden, Esquire, a Member of the British Parliament;

And His Majesty the Emperor of the French, M. Thouvenel, His Majesty's Minister and Secretary of State for Foreign Affairs; and

M. Rouher, His Majesty's Minister and Secretary of State for Agriculture, Commerce, and Public Works ;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following Articles :—

ARTICLE I.—The articles of British origin or manufacture enumerated in the Tariff annexed to the present Convention, shall, when imported direct from the United Kingdom, under the French or the British flag, be admitted into France at the duties specified by the said Tariff.

ARTICLE II.—In order to establish the fact that the goods are of British origin or manufacture, the importer must present at the French Custom-house either an official declaration made before a British magistrate exercising jurisdiction at the place of despatch, or a certificate granted by the chief officer of the Customs at the port of embarkation, or a certificate granted by the Consuls or Consular Agents of France at the places of despatch or at the ports of embarkation. The above-mentioned Consuls or Consular Agents of France shall legalise the signatures of the British authorities.

ARTICLE III.—The importer of machines and mechanical instruments, complete or in detached pieces, of British origin or manufacture, shall be exempt from the obligation of producing at the French Customs any model or drawing of the imported article.

ARTICLE IV.—The importer of any goods of British origin or manufacture taxed *ad valorem*, must attach to the declaration verifying the value of that article, and to the certificate of origin, an invoice emanating from the manufacturer or from the seller, which shall show the real price, and shall be *visé* by a Consul or Consular Agent of France in the United Kingdom.

ARTICLE V.—When articles upon which an *ad valorem* duty is levied have been previously warehoused, the duty shall be levied according to the value of those articles at the time of their actual entry into France.

ARTICLE VI.—The importer against whom the French Customs may desire to exercise the right of pre-emption stipulated in the Treaty of the 23rd of January, 1860, may, if he prefers to do so, demand a valuation of his goods by Experts.

The same demand may be made by the French Customs when they may not think fit to have immediate recourse to pre-emption.

ARTICLE VII.—If the result of such valuation by Experts should prove that the goods have not a value of five per cent. above that which has been declared by the importer, the duty shall be levied upon the amount of the declaration.

If the proved value is five per cent. above the value declared, the French customs shall be entitled, at their choice, either to exercise

the right of pre-emption, or to levy the duty on the value determined by the Experts.

This duty shall be increased by fifty per cent., as a fine, if the valuation of the Experts is ten per cent. above the declared value.

If the value, as determined by the arbitration, exceeds the declared value by five per cent., the costs of the inquiry by the Experts shall be defrayed by the declarant. In the contrary case, they shall be defrayed by the French Custom-house.

ARTICLE VIII.—In the cases contemplated by Article VI. the two arbitrating Experts shall be named, one by the declarant, the other by the local Chief of the French Customs Service. If there be difference of opinion between them, or if at the time of appointing the Experts the declarant shall require it, the Experts shall choose an Umpire. In default of agreement, this Umpire shall be appointed by the President of the Tribunal of Commerce at the port of importation, or, in his default, by the President of the Tribunal of Commerce at the nearest place.

The decision of the Arbitrators shall be given within the fifteen days which follow their nomination.

ARTICLE IX.—Independently of the duties of Customs, articles of goldsmiths' work and of jewellery of British manufacture in gold, silver, platina, or other metals, imported into France, shall be subject to the system of control established in that country for similar articles of domestic manufacture, and shall pay, if it becomes necessary, on the same basis as those, the duties of marking and guarantee.

ARTICLE X.—The Tariff annexed to the present Convention shall, independently of the articles already admissible under the Treaty of the 23rd of January last, be immediately applicable to refined sugars, to works in metal, to machines, to detached pieces of machines, to tools, and to mechanical instruments of every description.

ARTICLE XI.—The present Convention shall have the same duration as the Treaty concluded between the High Contracting Parties on the 23rd of January last, of which it is a complement.

ARTICLE XII.—The present Convention shall be ratified, and the ratifications shall be exchanged at Paris within fifteen days, or sooner if possible.

In witness whereof, the respective Plenipotentiaries have signed it, and have affixed thereto the seal of their arms.

Done, in duplicate, at Paris, the twelfth day of October, one thousand eight hundred and sixty.

(L.S.) COWLEY.  
(L.S.) RICHARD COBDEN.  
(L.S.) E. THOUVENEL  
(L.S.) F. ROUHER.

## TARIFF ANNEXED TO THE CONVENTION.

Description of Articles	Rate of Import Duties	
<b>METALS.</b>		
<b>IRON:—</b>	Fr.	c.
Ore of	Free	
Filings, slag and dross, from the forge . . .	Free	
Pig and fragments of old cast iron . . .	2	00 100 kil.
Purified cast, called 'mazée,' and old broken	2	75 "
wrought iron . . .	4	50 "
Crude, in lumps or prisms, not freed from the dross		
Bars, square, round, or flat; rails of all shapes		
and dimensions; angle and T iron; and wire,		
with the exceptions hereinafter mentioned . . .	6	00 "
Hoops, of the thickness of 1 millimètre or less		
Sheet, rolled or hammered, exceeding 1 milli-		
mètre in thickness . . .	7	50 "
In plates weighing 200 kilos. or less, and of		
which the breadth does not exceed 1 mètre		
20 centimètres, nor the length 4 mètres 50		
centimètres . . .	7	50 "
In plates exceeding 200 kilogrammes in weight or		
1 mètre 20 centimètres in breadth, or 4 mètres 50		
centimètres in length . . .	7	50 "
Sheet, thin, and black iron, in plates of 1 milli-		
mètre or less in thickness . . .	10	00 "
(N.B.—Thin sheet and black iron in flat plates,		
cut out or trimmed in any way, to pay one-		
tenth more than rectangular plates.)		
Sheets, tinned, coppered, covered with zinc or lead	13	00 "
Wire, not exceeding $\frac{5}{16}$ th millimètres in diameter,	10	00 "
whether tinned, coppered, or covered with zinc		
<b>STEEL:—</b>		
In bars of all kinds . . .	13	00 "
Sheet, exceeding 2 millimètres in thickness . . .	18	00 "
Sheet, not exceeding 2 millimètres in thickness,		
and wire, including bright wire for instruments	25	00 "
<b>COPPER:—</b>		
Ore, filings and old broken articles . . .	Free	
Ditto, and brass smelted, in pigs, bars, or plates	Free	
Rolled or beaten into bars or sheets . . .	10	00 "
Wire of all sizes, whether polished or not . . .	10	00 "
Gilt or silvered, beaten, drawn, or rolled, and wire		
laid on thread or silk . . .	100	00 "
<b>ZINC:—</b>		
Ore, crude, calcined, or pounded, filings, and old		
broken articles . . .	Free	
In pigs, bars, or plates . . .	0	10 "
Rolled . . .	4	00 "

Description of Articles	Rate of Import Duties	
<b>LEAD :—</b>		
Ore and dross of all sorts, filings and old broken articles . . . . .	Fr. c. Free	
In pigs, bars, or plates . . . . .	Free	
Rolled or sheet, alloyed with antimony, in pig, and type, old . . . . .	3 00 100 kil.	
<b>TIN :—</b>		
Ore and metal in pigs, bars, or plates, filings and old broken articles . . . . .	Free	
Alloyed with antimony (Britannia metal) in ingots	5 00 "	
Pure metal or alloyed, beaten or rolled . . . . .	6 00 "	
<b>BISMUTH :—</b>		
Crude . . . . .	Free	
<b>ANTIMONY :—</b>		
Ore and sulphurated . . . . .	Free	
Metal or regulus . . . . .	6 00 "	
<b>NICKEL :—</b>		
Ore and speiss . . . . .	Free	
Pure, and alloyed with other metals, especially copper or zinc (argentine or German silver), in ingots or pigs . . . . .	Free	
Ditto, ditto, rolled or drawn . . . . .	10 00 "	
<b>MANGANESE :—</b>		
Ore . . . . .	} Free	
<b>ARSENIC :—</b>		
Metallic . . . . .		
<b>ORES :—</b>		
Not enumerated . . . . .	} Free	
<b>METAL MANUFACTURES.</b>		
<b>CAST IRON :—</b>		
Not turned nor polished :—		
1st Class. Chairs for railways, plates and other castings from the open mould . . . . .	3 00 "	
2nd Class. Cylindrical pipes (straight), rafters, solid columns, and gas retorts . . . . .	3 75 "	
3rd Class. Pots and all other manufactures not included in the preceding classes . . . . .	4 50 "	
Polished or turned . . . . .	6 00 "	
Tinned, enamelled, or varnished . . . . .	10 00 "	



Description of Articles	Rate of Import Duties	
<b>WROUGHT IRON:—</b>		
Ironwares (heavy), including framework; pieces of frames	} 8 00 100 kil.	
Knees and girders for ships . . . . .		
Ironwork for carts and waggons . . . . .		
Hinges; clamps; large bolts; braces, and other fastenings of doors and windows, not polished nor turned . . . . .		
Gratings (solid); beds; seats and furniture for gardens and other kinds, with or without ornaments or adjuncts in cast iron, steel, or copper (N.B.—Axles, springs, and tires for wheels, are not included in the above category, but are classed among detached pieces of machinery.)		
Small ironwares ('serrurerie') including: locks and padlocks of all sorts, bolts and hinges, in sheet iron, latches, and flat bolts, and all other articles in wrought or sheet iron for fastenings of doors or windows, and furniture, polished, filed, or turned . . . . .		12 00 "
Nails, forged by machinery . . . . .		8 00 "
Ditto, ditto, by hand . . . . .		12 00 "
Wood screws, screw-bolts, and nuts . . . . .		8 00 "
Anchors . . . . .		8 00 "
Chains, and chain-cables . . . . .	8 00 "	
Tools, in pure iron, with or without handles . . . . .	10 00 "	
Tubes of wrought iron, simply welded, of 9 millimètres interior diameter or more . . . . .	11 00 "	
Ditto, ditto, less than 9 millimètres, and fittings of tubes . . . . .	20 00 "	
Tubes in wrought iron, welded on a mandril, or lap-welded . . . . .	20 00 "	
Fish-hooks (for sea-fishing), tinned or not . . . . .	50 00 "	
Household articles and other wares unenumerated:—		
In wrought or sheet iron, polished or painted . . . . .	14 00 "	
Ditto, ditto, enamelled, varnished, or tinned . . . . .	16 00 "	
<b>STEEL WARES:—</b>		
Tools in pure steel; files; saws, circular or straight; scythes, sickles, and other wares unenumerated . . . . .	32 00 "	
Needles for sewing, less than 5 centimètres in length . . . . .	200 00 "	
Ditto, of 5 and more centimètres in length . . . . .	100 00 "	
Fish-hooks (for river fishing), blued or not . . . . .	100 00 "	
Metallic pens (other than gold or silver) . . . . .	100 00 "	
Small articles of ornament, such as beads, purse garniture, brooches, and thimbles . . . . .	20 00 "	
Household articles and other wares unenumerated . . . . .	32 00 "	

Description of Articles	Rate of Import Duties
<b>CUTLERY:—</b>	
Of every description . . . . .	20 per cent. <i>ad valorem</i> , reduced to 15 per cent. <i>ad valorem</i> on January 1, 1866.
Instruments, surgical, optical, and philosophical .	10 per cent. <i>ad valorem</i> .
Arms, not being implements of war:—	Fr. c.
Side-arms . . . . .	40 00 100 kil.
Fire-arms . . . . .	240 00 "
<b>SUNDRY METALS.</b>	
Tools of iron tipped with steel, with or without handles .	15 00 "
Articles made partly of cast and partly of wrought iron, not polished, if the weight of wrought iron is less than half the total weight .	4 50 "
Ditto, if half or more than half the total weight .	8 00 "
Ditto, polished enamelled or japanned, and with ornamental adjuncts in iron, copper, brass, or steel . . . . .	12 00 "
Wire gauze of iron or steel . . . . .	10 00 "
Cylinders of copper or brass for printing, whether engraved or not . . . . .	15 00 "
Copper wares, metal gauze of copper or brass, works of art and ornament, and all other manufactured articles of copper, pure or alloyed with zinc or tin . . . . .	20 00 "
Manufactures of zinc of all kinds . . . . .	8 00 "
Lead pipes, and all other manufactures of lead .	3 00 "
Printing type, new . . . . .	8 00 "
Tin pots and pans and other manufactures of tin, whether pure or alloyed with antimony .	30 00 "
Manufactures of nickel allied with copper or zinc (argentine) . . . . .	100 00 "
Plated manufactures of every description .	100 00 "
Manufactures of metal gilt or silvered by the mercurial or electro-plate processes .	100 00 "
Plate and jewellery of gold, of silver, platina, or other metals . . . . .	500 00 "
Clocks and watches . . . . .	5 per cent. <i>ad valorem</i> .
Clock and watch movements . . . . .	100 00 "
<b>MACHINES AND MACHINERY.</b>	
<b>WITH APPARATUS COMPLETE:—</b>	
Steam-engines stationary, with or without boilers or fly-wheels . . . . .	6 00 "
Ditto, marine, with or without boilers . . . . .	12 00 "
Ditto, locomotives and portable engines . . . . .	10 00 "

Description of Articles	Rate of Import Duties
Tenders for locomotive engines, complete . . . . .	Fr. c. 8 00 100 kil.
Spinning machines . . . . .	10 00 "
For weaving . . . . .	} 6 00 "
For paper-making . . . . .	
For printing . . . . .	
For agricultural machines, and machines for making sheets and fillets of cards . . . . .	
Lace-making machines . . . . .	10 00 "
Distilling apparatus, sugar-pans and boilers made of copper . . . . .	10 00 "
Carding machines, not furnished . . . . .	10 00 "
Steam-boilers, of sheet iron, of cylindrical or spherical shape, with or without boiler-pipes or heating-pipes . . . . .	8 00 "
Ditto, tubular, of sheet iron, with tubes of wrought iron, copper or brass, or of sheet iron rivetted, with interior furnaces, and all other boilers not of cylindrical or spherical shape . . . . .	12 00 "
Ditto, ditto, of sheet steel of every shape . . . . .	25 00 "
Gasometers, open boilers, furnaces and stoves in sheet iron, or in cast and sheet iron . . . . .	8 00 "
Machines for making machines ('machines outils') and machines not enumerated:—	
Containing 75 per cent. or more of their weight in cast iron . . . . .	6 00 "
Containing 50 per cent. and less than 75 per cent. of cast iron . . . . .	10 00 "
Containing less than 50 per cent. of cast iron . . . . .	15 00 "
Detached parts of machines:—	
Sheets and fillets of cards on leather, india-rubber, or other materials . . . . .	50 00 "
Dents of reeds in iron or in copper . . . . .	} 30 00 "
Reeds complete, in iron or copper . . . . .	
Pieces in cast iron, polished, filed, and adjusted . . . . .	6 00 "
Pieces in wrought iron, polished, filed, and adjusted or not, without distinction of weight . . . . .	10 00 "
Steel spring for carriages, waggons, or locomotives . . . . .	15 00 "
Pieces in steel, polished, filed, adjusted or not: weighing more than one kilogramme . . . . .	25 00 "
Ditto, 1 kilogramme and less . . . . .	35 00 "
Pieces in copper, pure or mixed with any other metals . . . . .	20 00 "
Sheets and fillets for cards of leather, caoutchouc, or other materials . . . . .	20 00 "
Gold-leaf . . . . .	100 00 kil.
Refined sugar . . . . .	41 00 100 kil.
Carriages . . . . .	10 per cent. <i>ad valorem.</i>

Description of Articles	Rate of Import Duties
	Fr. c.
Cabinet-makers' and turners' small wares, and wares in ivory or carved wood ('tableterie') .	10 per cent. <i>ad valorem</i> .
Leather: prepared skins, varnished, dyed, and morocco leather . . . . .	250 00 100 kil.
Ditto, all other kinds . . . . .	30 00 "
Leather manufactures of all kinds . . . . .	10 per cent. <i>ad valorem</i> .
Wooden wares: empty casks, new or old not hooped, or hooped with wooden hoops . . . . .	Free.
Ditto iron hoops . . . . .	10 per cent. <i>ad valorem</i> .
Shovels, forks, rakes, handles of tools, of wood, with or without ferrules . . . . .	} Free.
Oars . . . . .	
Plates, spoons, porringers, and other household articles . . . . .	
Pieces of carpenter's work, dressed or not . . . . .	
Parts of cartwright's work, dressed or not . . . . .	
Other articles of wood not enumerated . . . . .	} 10 per cent. <i>ad valorem</i> .
Household furniture . . . . .	
Ships and boats, built in the United Kingdom, not registered or sailing under British flag, in wood . . . . .	Per ton of French measurement:— Fr. c. 20 00
Ditto, ditto, in iron . . . . .	60 00
Hulls of ships, in wood . . . . .	10 00
Ditto, ditto, in iron . . . . .	40 00

N.B.—The machines and machinery on board such ships shall be charged separately, according to the rates fixed by the Tariff for 'Machines and Machinery.'

The present Tariff is approved, and annexed to the Convention concluded on the 12th October, 1860, between Great Britain and France.

Paris, October 12, 1860.

COWLEY.  
RICHARD COBDEN.  
E. THOUVENEL.  
F. ROUHER.

**SECOND SUPPLEMENTARY CONVENTION TO THE  
TREATY OF COMMERCE.**

*(Signed at Paris, November 16, 1860. With a Tariff annexed.)*

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the Emperor of the French, desiring to insure the complete execution of the Treaty of the 23rd of January, 1860, by fixing the duties on the importation of such of the goods of British origin or manufacture enumerated in the said Treaty as were not comprised in the arrangement of the 12th of October last, have resolved to conclude, for that purpose, a Second Additional Convention, and have therefore named as their Plenipotentiaries, that is to say :

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Henry Richard Charles Earl Cowley, Her Majesty's Ambassador Extraordinary and Plenipotentiary to His Majesty the Emperor of the French ; and Richard Cobden, Esquire, a Member of the British Parliament ;

And His Majesty the Emperor of the French, M. Thouvenel, His Majesty's Minister and Secretary of State for Foreign Affairs ; and M. Rouher, His Majesty's Minister and Secretary of State for Agriculture, Commerce, and Public Works ;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following Articles :—

ARTICLE I.—The articles of British origin or manufacture enumerated in the Tariff annexed to the present Convention shall, when imported direct from the United Kingdom under the British or the French flag, be admitted into France at the duties specified by the said Tariff.

ARTICLE II.—The rules established by Articles II., IV., V., VI., VII., and VIII., of the Convention concluded on the 12th of October last between the High Contracting Powers, for the proofs of origin, the declarations of importation, and the valuation by Experts of the productions taxed *ad valorem*, shall equally apply to the various articles of British origin or manufacture enumerated in the Tariff annexed to the present Convention.

Article III. of the Convention of the 12th of October last, which exempts the importers of machines, or detached pieces of machines, of British origin or manufacture, from the obligation of producing models or drawings, is declared to be applicable to all the goods the importation whereof was subject to that formality, and which are

comprised either in the present Convention or in that of the 12th of October last.

ARTICLE III.—Independently of the duties of Customs stipulated in the Tariff annexed to the present Convention, and by application of Articles I. and IX. of the Treaty concluded between the High Contracting Powers on the 23rd of January last, the undermentioned articles of British origin or manufacture shall, on their importation into France, and by way of compensation for equivalent duties paid by French manufacturers, be subjected to the supplementary duties hereinafter prescribed :—

Raw soda . . . . .	Fr. c.	100 kil.
Crystals of soda . . . . .	4 35	"
Sulphate of soda :—		
Pure—		
Anhydrate . . . . .	6 0	"
Crystallised or hydrate . . . . .	2 40	"
Impure—		
Anhydrate . . . . .	5 40	"
Crystallised or hydrate . . . . .	2 10	"
Sulphite of soda . . . . .	6 0	"
Salt of soda . . . . .	11 0	"
Hydrochloric acid . . . . .	3 0	"
Chloride of lime . . . . .	10 0	"
Chlorate of potash . . . . .	66 0	"
Chloride of magnesium . . . . .	4 0	"
Plate glass or large mirrors . . . . .	{ 1 0	the superficial mètre.
Glass ware, window glass, and other white glass . . . . .	3 20	100 kil.
Bottles . . . . .	1 25	"
Artificial ultramarine . . . . .	11 0	"
Sal ammoniac . . . . .	16 0	"
Kelp . . . . .	1 50	"
Salts or raw residue of the calcination of beet-root refuse . . . . .	1 25	"
Salt of tin . . . . .	3 0	"
Soap :—		
White or marbled, composed of alkalis and oil of olives, or oleaginous seeds, pure or mixed with animal fat—		
The oil composing at least half of the mixture of oleaginous bodies . . . . .	8 20	"
The oil composing less than half in the mixture of oleaginous bodies . . . . .	6 0	"
Of animal fat—		
Pure . . . . .	6 0	"
Mixed with resin . . . . .	6 0	"
Of palm or cocoa-nut oil mixed with animal fat . . . . .	4 0	"
Coloured, composed of oils from seeds or of animal fat . . . . .	6 0	"

	Fr.	c.	
Pure alcohol . . . . .	90	0	the hectolitre.
Beer . . . . .	2	40	„
Spirits of wine varnish, per hectolitre of pure alcohol contained in the varnish . . . . .	90	0	„

It is understood that refined sugar is not comprised in this list, because the duty of 41 francs per 100 kilogrammes, fixed on the importation of that article, includes the duty on consumption with which it is now charged in France.

It is equally agreed between the High Contracting Powers that, in the event of the modification or the suppression of the duties of excise now imposed upon French manufacturers, goods of British origin and manufacture shall, with regard to such duties of excise, be subjected to the same conditions as similar French goods. If, however, in consequence of the suppression of any of such duties, the Government should establish a supervision or control, or an administrative system over certain articles of French manufacture, the direct or indirect charges which may be borne by the French manufacturer shall be countervailed by an equivalent surtax imposed upon similar British articles. It is further understood, that if drawbacks are granted to other articles of French manufacture, the duties of Customs which are imposed upon similar articles of British origin or manufacture shall be augmented by a surtax equal to the amount of the drawbacks.

ARTICLE IV.—With regard to pure and mixed tissues taxed *ad valorem*, the valuation of which may appear to the French Government to present difficulties, they reserve to themselves the power to designate the Custom-house of Paris exclusively for the admission of such goods.

ARTICLE V.—Each of the High Contracting Powers engages to extend to the other any favour, any privilege or diminution of Tariff, which either of them may grant to a third Power in regard to the importation of goods mentioned, or not mentioned, in the Treaty of the 23rd of January, 1860.

ARTICLE VI.—The Tariff annexed to the present Convention shall come into force within a time which shall not be later than the 1st of June 1861 for yarns and tissues of flax, hemp, and jute, and the 1st of October following for all other articles.

ARTICLE VII.—The present Convention shall have the same duration as the Treaty concluded between the High Contracting Parties on the 23rd of January last, of which it is a complement.

ARTICLE VIII.—The present Convention shall be ratified, and the

ratifications shall be exchanged at Paris within fifteen days, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed it, and have affixed thereto the seal of their arms.

Done in duplicate, at Paris, the sixteenth day of November, one thousand eight hundred and sixty.

COWLEY.  
RICHARD COBDEN.  
E. THOUVENEL.  
F. ROUHER.

*Tariff annexed to the Convention of November 16, 1860.*

Description of Articles	Rate of Duty
<b>TEXTILE FABRICS.</b>	
<i>Flax and Hemp.</i>	
Flax or hemp, combed . . . . .	5 00 per 100 kil.
Yarn of hemp or flax measuring, to the kilogramme:	
<i>Single.</i>	
Unbleached :—	
6,000 mètres, or less . . . . .	15 00 "
More than 6,000 mètres, and not more than 12,000	20 00 "
More than 12,000 " " 24,000	30 00 "
More than 24,000 " " 36,000	36 00 "
More than 36,000 " " 72,000	60 00 "
More than 72,000 . . . . .	100 00 "
Bleached, or dyed :—	
6,000 mètres or less . . . . .	20 00 "
More than 6,000 mètres, and not more than 12,000	27 00 "
More than 12,000 " " 24,000	40 00 "
More than 24,000 " " 36,000	48 00 "
More than 36,000 " " 72,000	80 00 "
More than 72,000 . . . . .	133 00 "
<i>Twisted.</i>	
Unbleached . . . . .	} Same duties as upon single unbleached yarn, augmented by 40 per cent., according to the class.
Bleached, or dyed . . . . .	
	} Same duties as upon single bleached or dyed yarns, augmented by 40 per cent., according to the class.



Description of Articles	Rate of Duty
Tissues of flax or hemp, plain linens and diaper, having in the warp in the space of 5 square millimètres:—	Fr. c.
Unbleached:—	
8 threads or less . . . . .	30 00 per 100 kil.
9, 10, and 11 threads . . . . .	55 00 "
12, 13, and 14 threads . . . . .	90 00 "
15, 16, and 17 threads . . . . .	115 00 "
18, 19, and 20 threads . . . . .	170 00 "
21, 22, and 23 threads . . . . .	260 00 "
24 threads and above . . . . .	400 00 "
Bleached, dyed, or printed:—	
8 threads or less . . . . .	40 00 "
9, 10, and 11 threads . . . . .	70 00 "
12, 13, and 14 threads . . . . .	120 00 "
15, 16, and 17 threads . . . . .	155 00 "
18, 19, and 20 threads . . . . .	230 00 "
21, 22, and 23 threads . . . . .	350 00 "
24 threads and above . . . . .	535 00 "
Drills, plain or figured, having in the warp in the space of 5 square millimètres:—	
Unbleached:—	
8 threads in warp, or less . . . . .	35 00 "
9, 10, and 11 threads . . . . .	55 00 "
12, 13, and 14 threads . . . . .	90 00 "
More than 14 threads . . . . .	115 00 "
Bleached, dyed, or printed:—	
8 threads or less . . . . .	47 00 "
9, 10, and 11 threads . . . . .	70 00 "
12, 13, and 14 threads . . . . .	120 00 "
More than 14 threads . . . . .	155 00 "
Yarns and tissues of flax or hemp mixed with other materials will pay the same duties as pure yarns and tissues of flax or hemp, provided that the flax or hemp predominates in weight.	
Damasks . . . . .	16 per cent. <i>ad valorem</i> .
Cambrics . . . . .	} Same duties as plain linens.
Lawns . . . . .	
Handkerchiefs, bordered . . . . .	} Same duties as cotton net.
Net of thread . . . . .	
Lace, do. . . . .	5 per cent. <i>ad valorem</i> .
Hosiery, do. . . . .	} 15 per cent. <i>ad valorem</i> .
Haberdashery, do. . . . .	
Ribbon of thread, unbleached, bleached, or dyed . . . . .	
Articles made of flax or hemp, wholly or in part made up . . . . .	
Articles not enumerated . . . . .	

Description of Articles	Rate of Duty
<i>Jute.</i>	
In the fibre, or hackled, imported direct from British India, or from British entrepôts, in British or French vessels . . . . .	Fr. c. Free.
Combed . . . . .	3 00 per 100 kil.
Jute yarn, measuring per kilogramme :—	
Unbleached :—	
Less than 1,400 mètres . . . . .	{ 7 00 "
	{ 5 00 "
From 1,400 to 3,700 mètres, exclusively . . . . .	{ 9 20 "
	{ 6 00 "
From 3,700 to 4,200 „ id. . . . .	{ 10 20 "
	{ 7 00 "
From 4,200 to 6,000 „ id. . . . .	{ 15 00 "
	{ 10 00 "
More than 6,000 . . . . .	Same as linen yarn.
Bleached, or dyed :—	
Less than 1,400 mètres . . . . .	{ 10 00 per 100 kil.
	{ 7 00 "
From 1,400 to 3,700 mètres, exclusively . . . . .	{ 13 00 "
	{ 9 00 "
From 3,700 to 4,200 „ id. . . . .	{ 15 00 "
	{ 10 00 "
From 4,200 to 6,000 „ id. . . . .	{ 22 00 "
	{ 14 00 "
More than 6,000 . . . . .	Same as linen yarn.
Tissues of jute, having in the warp in the space of	
5 square millimètres :—	
Unbleached :—	
1, 2, and 3 threads, plain . . . . .	{ 13 00 per 100 kil.
	{ 10 00 "
1, 2, and 3 threads, twilled . . . . .	{ 15 00 "
	{ 12 00 "
4 and 5 threads . . . . .	{ 21 00 "
	{ 16 00 "
6, 7, and 8 threads . . . . .	{ 30 00 "
	{ 24 00 "
More than 8 threads . . . . .	Same as tissues of
	linen, according to class.
Bleached, or dyed :—	
1, 2, and 3 threads, plain . . . . .	{ 19 00 per 100kil.
	{ 15 00 "
1, 2, and 3 threads, twilled . . . . .	{ 22 00 "
	{ 17 00 "
4 and 5 threads . . . . .	{ 30 00 "
	{ 23 00 "

Description of Articles	Rate of Duty
6, 7, and 8 threads . . . . .	Fr. c. 44 00 per 100 kil. 35 00 "
More than 8 threads . . . . .	Same as tissues of linen, according to class.
Carpets, rugs, and matting . . . . .	{ 32 00 per 100 kil. 24 00 "
Yarns and tissues of jute mixed with other materials, will pay the same duties as pure yarns and tissues of jute, provided that the jute predominates in weight.	
<i>Vegetable Fibres.</i>	
Phormium tenax, abaca, and other vegetable fibres, not specified:—	
Filaments:—	
Raw or stripped . . . . .	Free.
Combed or twisted . . . . .	1 00 per 100 kil.
Threads . . . . .	5 per cent. <i>ad valorem</i> .
Tissues . . . . .	10 per cent. <i>ad valorem</i> .
Horse-hair, raw, of all kinds, prepared or curled . . . . .	Free.
Tissues and manufactures of horse-hair, pure or mixed . . . . .	10 per cent. <i>ad valorem</i> .
<i>Cottons.</i>	
Cotton, raw, imported direct from British India, or from British entrepôts, in British or French vessels . . . . .	Free.
Cotton, in sheets, carded or gummed (wadding) . . . . .	0 10 per kil.
Cotton yarn, single:—	
Unbleached:—	
Of 20,000 mètres or less to the half kilogramme . . . . .	0 15 "
Of 21,000 to 30,000 . . . . .	0 20 "
Of 31,000 to 40,000 . . . . .	0 30 "
Of 41,000 to 50,000 . . . . .	0 40 "
Of 51,000 to 60,000 . . . . .	0 50 "
Of 61,000 to 70,000 . . . . .	0 60 "
Of 71,000 to 80,000 . . . . .	0 70 "
Of 81,000 to 90,000 . . . . .	0 90 "
Of 91,000 to 100,000 . . . . .	1 00 "
Of 101,000 to 110,000 . . . . .	1 20 "
Of 111,000 to 120,000 . . . . .	1 40 "
Of 121,000 to 130,000 . . . . .	1 60 "
Of 131,000 to 140,000 . . . . .	2 00 "
Of 141,000 to 170,000 . . . . .	2 50 "
Of 171,000 and above . . . . .	3 00 "
Bleached . . . . .	15 per cent. above the duties on un- bleached.

Description of Articles	Rate of Duty
Dyed . . . . .	25 centimes per kilogramme above the duties on unbleached.
Twisted in two strands:—	
Unbleached . . . . .	50 per cent. above the duties on single yarn unbleached.
Bleached . . . . .	15 per cent. above twisted unbleached.
Dyed . . . . .	25 centimes per kilogramme above twisted unbleached.
Warped yarns:—	
Unbleached . . . . .	50 per cent. above the duties on single unbleached yarn.
Bleached . . . . .	15 per cent. above the duties on unbleached warped yarns.
Dyed . . . . .	25 centimes per kilogramme above the duties on unbleached warped yarns.
Yarns of three threads, bleached, or dyed:—	
Single twist . . . . .	Fr. c.
Double or cable twist . . . . .	0 06 per 1,000 mètres.
Cotton tissues, plain, twilled, and ticks, unbleached:—	
1st Class, weighing 11 kilogrammes or more the 100 mètres square:—	
Of 35 threads and less to the 5 square millimètres . . . . .	0 50 per kil.
Of 36 threads and above . . . . .	0 80 "
2nd Class, weighing 7 to 11 kilogrammes exclusively the 100 mètres square:—	
Of 35 threads and less . . . . .	0 60 "
Of 36 to 43 threads . . . . .	1 00 "
Of 44 threads and above . . . . .	2 00 "
3rd Class, weighing 3 to 7 kilogrammes exclusively the 100 mètres square:—	
Of 27 threads and less . . . . .	0 80 "
Of 28 to 35 threads . . . . .	1 20 "
Of 36 to 43 threads . . . . .	1 90 "
Of 44 threads and above . . . . .	3 00 "
Cotton tissues:—	
Bleached . . . . .	15 per cent. above the duty on unbleached.

Description of Articles	Rate of Duty
Dyed . . . . .	25 centimes per kilogramme above the duty on unbleached.
Printed . . . . .	15 per cent. <i>ad valorem</i> .
Velvets and fustians :—	
Made as silk velvet :—	Fr. c.
Unbleached . . . . .	0 85 per kil.
Dyed or printed . . . . .	1 10 "
Other kinds—cords, moleskins, &c. :—	
Unbleached . . . . .	0 60 "
Dyed or printed . . . . .	0 85 "
Cotton tissues, unbleached, plain or twilled, weighing less than 3 kilogrammes per 100 square metres . . . . .	
Quiltings, dimities, stripes and checks, damasks and brilliants . . . . .	15 per cent. <i>ad valorem</i> .
Counterpanes and blankets . . . . .	
Net, plain or embroidered . . . . .	
Gauzes and muslins, embroidered or figured in the loom, for furniture or hangings . . . . .	
Articles wholly or in part made up . . . . .	
Articles not denominated . . . . .	10 per cent. <i>ad valorem</i> .
Embroidery by hand . . . . .	5 per cent. <i>ad valorem</i> .
Lace and blonde . . . . . Cotton yarns and tissues mixed with other materials will pay the same duties as yarns and tissues of pure cotton, provided that the cotton predominates in weight.	
<i>Woollens.</i>	
Wool, raw, Australian, imported direct or from British entrepôts in British or French vessels . . . . .	Free.
Wool, dyed in masses . . . . .	25 00 per 100 kil.
Id., combed (dyed or not) . . . . .	25 00 "
Single yarn of pure wool, bleached or not, containing in the kilogramme :—	
Of 1 to 30,000 mètres . . . . .	0 25 per kil.
Of 31,000 to 40,000 " . . . . .	0 35 "
Of 41,000 to 50,000 " . . . . .	0 45 "
Of 51,000 to 60,000 " . . . . .	0 55 "
Of 61,000 to 70,000 " . . . . .	0 65 "
Of 71,000 to 80,000 " . . . . .	0 75 "
Of 81,000 to 90,000 " . . . . .	0 85 "
Of 91,000 to 100,000 " . . . . .	0 95 "
Of 101,000 and above . . . . .	1 00 "
Double yarn for weaving, bleached or not . . . . .	50 per cent. above the duty on single unbleached yarn.

Description of Articles	Rate of Duty
Double yarn for embroidery, bleached or not . . . . .	Double the duties on single yarns.
Dyed yarns, single or double . . . . .	25 centimes per kilogramme above the duties on yarns undyed.
Tissues of wool, pure . . . . .	} 10 per cent. <i>ad valorem</i> .
Felt of all kinds . . . . .	
Blankets of pure wool . . . . .	} 15 per cent. <i>ad valorem</i> .
Carpets of all kinds . . . . .	
Hosiery of pure wool . . . . .	} 10 per cent. <i>ad valorem</i> .
Haberdashery of pure wool . . . . .	
Ribbons of wool . . . . .	} 10 per cent. <i>ad valorem</i> .
Lace, woollen . . . . .	
List shoes . . . . .	} Free.
Articles not enumerated . . . . .	
Cloth list of all kinds, in pieces or not . . . . .	} Free.
Ready-made clothes :—	
New . . . . .	10 per cent. <i>ad valorem</i> .
Old . . . . .	Fr. c.
Yarns and tissues of Alpaca, Llama, or Vicuna, pure or mixed with wool, will pay the same duties as yarns and tissues of wool in whatever proportions they may be mixed.	20 00 per 100. kil.
<p>Yarns and tissues of wool, or of other materials above-mentioned, mixed with cotton, or with any other filaments whatever, shall pay the same duties as yarns and tissues of pure wool, provided that the wool predominates in weight.</p>	
<p>Yarns of goats' hair will continue to pay the duties at present in force.</p>	
<p>Tissues of goats' hair, other than Indian cashmere shawls and scarfs, will pay as tissues of pure wool.</p>	
<i>Silks.</i>	
Silk in cocoons . . . . .	} Free.
Raw or thrown . . . . .	
Dyed :—	} Free.
For sewing, embroidery or lace . . . . .	
Others . . . . .	} 0 10 per kil.
Waste silk :—	
In mass . . . . .	} 0 10 per kil.
Combed . . . . .	
<p>In thread, single and twisted, unbleached, bleached, blued or dyed :—</p>	
Of 80,000 mètres single, or less, to the kilogramme . . . . .	0 75 "
Of 81,000 mètres single, or more, to the kilogramme . . . . .	1 20 "

Description of Articles	Rate of Duty
Tissues of pure silk . . . . .	Fr. c.
Hosiery „ . . . . .	}
Lace „ . . . . .	
Crapes, called English, unbleached, black, or coloured	}
Net:—	
Plain, unbleached . . . . .	
Dressed . . . . .	}
Figured, unbleached, or dressed . . . . .	
Tissues of pure waste silk, of silk and of waste silk, unbleached, bleached, dyed, or printed . . . . .	2 00 per kil.
Tissues, haberdashery, and lace of silk or of waste silk:—	
With fine gold or silver . . . . .	12 00 „
With semi-fine or false gold or silver . . . . .	3 50 „
Tissues of silk or of waste silk, mixed with other materials, in which the silk or waste silk pre- dominates in weight . . . . .	3 00 „
Ribbons of silk or of waste silk:—	
Of velvet . . . . .	5 00 „
Others . . . . .	8 00 „
Mixed with other materials, silk or waste silk predominating in weight . . . . .	10 per cent. <i>ad valorem</i> .
<b>CHEMICAL PRODUCTS AND DYE STUFFS.</b>	
Iodine . . . . .	}
Bromine . . . . .	
Acids:—	
Sulphuric . . . . .	
Nitric . . . . .	
Tartaric . . . . .	
Benzoic . . . . .	
Boracic . . . . .	
Citric . . . . .	
Arsenic . . . . .	
Lemon Juice . . . . .	
Oxides:—	
Of iron . . . . .	
Of zinc, grey . . . . .	
Of tin . . . . .	
Of uranium . . . . .	
Of copper . . . . .	
Zaffre and other combinations of cobalt . . . . .	}
Sulphuret of arsenic . . . . .	
Chloride of potassium . . . . .	
Iodide of potassium . . . . .	
Salts of beetroot . . . . .	
Carbonates of potash . . . . .	
Nitrate of potash . . . . .	
Sulphate of potash . . . . .	

Description of Articles	Rate of Duty	
Tartrates of potash . . . . .	Fr. c.	
Vegetable ashes, quick and lixiviated . . . . .		
Lees of wine . . . . .		
Borax, raw . . . . .		
Nitrate of soda . . . . .		
Kelp . . . . .		
Bone-black . . . . .		
Bones, calcined, white . . . . .		
Phosphates, natural . . . . .		Free.
Citrates of lime . . . . .		
Sulphate of magnesia . . . . .		
Carbonate of magnesia . . . . .		
Chloride of magnesium . . . . .		
Acetate of iron, liquid . . . . .		
Garancine . . . . .		
Sugar of milk . . . . .		
Albumen . . . . .		
Phosphorus, white . . . . .	40 00 per 100 kil.	
Oxide of zinc (white of zinc) . . . . .	7 00 "	
Oxides and carbonates of lead . . . . .	4 00 "	
Oleic acid . . . . .	5 00 "	
Oxalic acid and oxalates of potash . . . . .	10 00 "	
Yellow prussiate of potash . . . . .	20 00 "	
Red prussiate of potash . . . . .	30 00 "	
Extracts of dye-woods:—		
For blacks and violets . . . . .	20 00 "	
For reds and yellows . . . . .	30 00 "	
Turmeric, in powder . . . . .	5 00 "	
Hydrochloric acid (muriatic acid) . . . . .	0 60 "	
Caustic soda . . . . .	5 00 "	
Carbonate of soda (salt of soda) of all degrees . . . . .	3 00 "	
Artificial soda (raw) . . . . .	1 50 "	
Carbonate of soda, crystallised (crystals of soda) . . . . .	1 50 "	
Sulphate of soda and sulphite of soda . . . . .	1 00 "	
Sulphate of soda crystallised (Glauber's salts) . . . . .	0 70 "	
Bicarbonate of soda, and other salts of soda, not specified . . . . .	3 50 "	
Chloride of lime . . . . .	2 80 "	
Chlorate of potash . . . . .	25 75 "	
Soap, ordinary, and for perfumery . . . . .	6 00 "	
Artificial ultramarine . . . . .	15 0 "	
Red phosphorus . . . . .	10 per cent. <i>ad valorem</i> .	
Aluminium . . . . .		
Aluminate of soda . . . . .		
Chloride of aluminium . . . . .		
Chromates of potash . . . . .		
Chromates of lead . . . . .		
Colours not specified, dry, in paste and liquid . . . . .		
Stearic acid . . . . .		
Glue and gelatine . . . . .		



Description of Articles	Rate of Duty
<b>Varnish:—</b>	Fr. c.
Oil . . . . .	10 per cent. <i>ad valorem</i> .
Essential oil . . . . .	
Spirit of wine . . . . .	
Orchilla dyes of all kinds . . . . .	5 per cent. <i>ad valorem</i> .
Chemicals not specified . . . . .	
<b>GLASS AND CRYSTAL WARE.</b>	
Mirrors of less than 1 mètre square . . . . .	10 per cent. <i>ad valorem</i> .
Plate-glass and mirrors:—	
Unpolished . . . . .	1 50 per mètre square superficial.
Silvered or polished . . . . .	4 00     "
Bottles of all shapes . . . . .	1 30 per 100 kil.
Window-glass, plain . . . . .	3 50     "
Glass, coloured, polished, or engraved, and for watches and optical purposes . . . . .	10 per cent. <i>ad valorem</i> .
Glass-ware, and table glass, white or coloured	
Vitrifications . . . . .	
Enamelled glass . . . . .	
Articles of glass not enumerated . . . . .	
Broken glass and cullet . . . . .	Free.
Rock-crystal, rough or worked . . . . .	Free.
(N.B.—Rock-crystal mounted will pay as jewellery.)	
<b>EARTHENWARE AND POTTERY.</b>	
<i>Common Ware.</i>	
Tiles of all kinds, bricks, and firebricks . . . . .	
Gas-retorts, drainage pipes and others . . . . .	
Crucibles of all sorts, including those of plumbago, or black-lead . . . . .	Free.
Clay pipes . . . . .	
Glazed or not, of all shapes . . . . .	
Glazed, or with decorations in relief, of one or more colours, flat or hollow . . . . .	5 00 per 100 kil.
<i>Stoneware.</i>	
Utensils and apparatus for the manufacture of chemical products . . . . .	Free.
Common of all sorts, flat and hollow, including bot- tles, flasks, household articles, kitchen utensils, &c.	4 00     "
<i>Earthenware.</i>	
With tin glaze-coloured paste, white glaze . . . . .	Free.
With coloured glaze, majolica, with varnish of more than one colour . . . . .	15 per cent. <i>ad valorem</i> .

Description of Articles	Rate of Duty
Fine earthenware . . . . .	Fr. c.
Fine stoneware . . . . .	} 15 per cent. <i>ad valorem</i> .
Porcelain, white or decorated, of all kinds, Parian and biscuit (white) . . . . .	} 10 per cent. <i>ad valorem</i> .
<b>VARIOUS ARTICLES.</b>	
Artificial flowers . . . . .	Free.
Modes . . . . .	Free.
Mercery, all kinds . . . . .	}
Buttons, fine or common, other than haberdashery .	} 10 per cent. <i>ad valorem</i> .
Brushes of all kinds . . . . .	}
Musical instruments and parts of instruments . . .	} 50 00 per 100 kil.
Pins of all kinds . . . . .	}
India-rubber manufactures :—	
Pure or mixed . . . . .	20 00 "
Applied upon tissues in pieces or upon other materials . . . . .	100 00 "
Made-up wearing apparel . . . . .	120 00 "
In elastic tissues of any dimensions . . . . .	200 00 "
Boots and shoes . . . . .	60 00 "
(N.B.—Articles of gutta-percha pay the same duties as india-rubber.)	
Oil and floor-cloth :—	
For packing . . . . .	5 00 "
For furniture, hangings, and other purposes . . .	15 00 "
Sealing-wax . . . . .	30 00 "
Blacking of all kinds . . . . .	4 00 "
Ink, writing, drawing, and printing . . . . .	20 00 "
Cordage, cables, and fishing-nets . . . . .	20 00 "
Fish, freshwater :—	
Fresh . . . . .	Free.
Prepared . . . . .	10 00 "
Fish, sea :—	
Fresh, dry, salted, or smoked (except cod) . . .	10 00 "
Sauces and pickles . . . . .	25 00 "
Cheese, hard . . . . .	10 00 "
Beer . . . . .	2 frs. per hectolitre, in addition to the internal tax.
Molasses :—	
Containing less than 50 per cent. of saccharine matter . . . . .	11 00 per 100 kilog.
Containing more than 50 " " . . . . .	Same as raw sugar.
Alcohol, per 100 degrees . . . . .	15 frs. per hectolitre, in addition to the internal tax.
Slates :—	
For roofing . . . . .	4 00 per 1000.
In squares or slabs . . . . .	10 00 per 100.

The present Tariff is approved, and annexed to the Convention concluded on the 16th November, 1860, between Great Britain and France.

Paris, November 16, 1860.

COWLEY.

RICHARD COBDEN.

E. THOUVENEL.

F. ROUHER.

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